THE REACH
GATEWAY TO THE HANFORD REACH NATIONAL MONUMENT

P.O. Box 3032
Richland, WA 99354

WWW.VISITTHEREACH.ORG

May 15, 2008

Department of Ecology
Cashiering Section
P.O. Box 5128
Lacey, Washington 98509-5128

Re: Hanford Reach Interpretive Center Application for a Water Right Permit

Dear sir or madam,

Enclosed you will find a completed Washington State Department of Ecology Application (DOE) for a Water Right Permit for the proposed Hanford Reach Interpretive Center in Richland, Washington.

With this application, The Richland Public Facilities District (PFD) is requesting ***priority processing*** as allowed under WAC 173-152-050(2)(b) because our project is a non-consumptive heat pump use and, if approved, will substantially enhance and help protect the quality of the natural environment in two ways. First the PFD believes the project will help protect the quality of the environment by reducing the energy demand for heating and cooling the facility thereby reducing demand for power from electrical utilities and reducing our marginal burden on energy and natural resources. Second, and perhaps more significantly over the long term, because the project is an interpretive center that will teach the public about the natural and cultural history of the region through interpretive exhibits, first person interpretation, and media exhibits – all of which focus on our relationship with the natural world, particularly the Hanford Reach of the Columbia – the project has a unique opportunity to share with the public innovative ways towards a more sustainable future. Lastly, the water rights allow us to not deploy cooling towers on the project, thus eliminating the need for the mostly toxic chemicals necessary for the proper functioning of this type of equipment. If approved, the water rights allow us also demonstrate to the public in a very real, non-consumptive way, how the Columbia River continues to sustain us as it has done for a very, very long time.

In addition to the documentation herein, you will be receiving letters in the next few weeks from various parties in support of this application. We welcome your help in bringing this important project closer to fruition. Should you have any questions, please do not hesitate to contact Kimberly Camp, Chief Executive Officer at 509-943-4100. Thank you very much, in advance, for your assistance.

Respectfully,

Linda Boomer

Linda Boomer, President
Richland Public Facilities District

Enclosures (2)

Cc: file; Kimberly Camp, PFD; Jones & Jones

Generic System Description

The proposed Hanford Reach Interpretive Center uses a centralized mechanical plant that contains ground-source, or geothermal, heat pumps to condition the facility. The ground-source heat pump uses the earth as either a heat source, when operating in heating mode, or a heat sink, when operating in cooling mode. Ground water is pumped in a closed loop system from an array of relatively shallow wells located on site. The groundwater passes through a heat exchanger before it is then injected back into the watertable. In this way the groundwater is used to help condition a second closed loop water system that services various hydronic HVAC conditioning elements in the building: air handling units, terminal units and a radiant floor system.

The heart of the "ground" portion of the system are four groundwater production and another four injection wells located on the project's site that enables the system to either absorb or reject heat into the earth depending on the building's demand mode. Excess heat will be entirely rejected, eliminating the need to install, maintain, and operate a traditional cooling tower. The relatively constant groundwater temperature will also provide "free" heating in the winter by preheating cold outdoor air before boiler or heat pump energy is used to temper the air supply to the building. Conversely, the groundwater will also provide "free" cooling in the summertime by pre-cooling outdoor air before heat pump energy is used to condition the air supply. Thus, the geothermal heat pump system helps to efficiently heat and cool the facility utilizing the renewable energy provided by the earth and sun via the site's abundant groundwater in a non-consumptive, closed loop configuration to reinforce the sustainability goals of the project.

Engineering

Richard Martin, Groundwater Services Manager
Shannon & Wilson, Inc.
400 North 34th Street, Ste #100
Seattle, WA 98104
206-624-5702

Mechanical Engineer

Tom Marseille, PE, Principal
Stantec Consulting
1932 First Avenue, Ste #307
Seattle, WA 98101-2498
206-770-7779

Approved 10-26-05

STAFF REPORT

TO: PLANNING COMMISSION
FILE NO.: SM2-2005

PREPARED BY: JEFF ROLPH
MEETING DATE: 10-26-05

GENERAL INFORMATION

APPLICANT:	RICHLAND PUBLIC FACILITIES DISTRICT
REQUEST:	SHORELINE MANAGEMENT SUBSTANTIAL DEVELOPMENT PERMIT APPROVAL FOR CONSTRUCTION OF ACCESS IMPROVEMENTS TO THE COLUMBIA POINT SOUTH AREA.
LOCATION:	ADJACENT TO THE COLUMBIA RIVER, NORTH AND SOUTH OF THE I-182 COLUMBIA RIVER BRIDGE.

REASON FOR REQUEST

The proposed work falls within the jurisdictional boundaries of the State Shoreline Management Act, and as such requires development plan review and approval by the Planning Commission prior to issuance of a shoreline substantial development permit by the City.

FINDINGS AND CONCLUSIONS

Staff has completed their review of the shoreline management development plans and subject to the recommended conditions of approval submits that:

1. The proposed development is in the City of Richland, within 200 feet of the shoreline of the Columbia River and within an area designated as both an Urban shoreline environment (north of I-182) and a Conservancy shoreline environment (south of I-182) by the Richland Shoreline Master Program.

2. The City of Richland's Comprehensive Plan has designated the land in the area of the proposal as Public Facility and the site is currently zoned Parks and Public Facilities (PPF).

3. Richland Municipal Code (RMC) Section 26.25.040 requires approval of development plans by the Richland Planning Commission prior to issuance of a shoreline management substantial development p permit

4. RMC Chapters 26.09 and 26.17 set forth requirements for development within areas designated as either a Conservancy or Urban shoreline environment.

5. RMC Chapter 26.21 sets forth requirements for various use activities proposed in shoreland areas.

6. The development plans are designed to minimize disturbance to the natural features while improving opportunities for the public to access publicly owned shoreline areas, in general conformance with the policies of the State Shoreline Management Act.

7. The development plans, as conditioned, will be in general conformance with the policies and regulations of the Richland Shoreline Master Program pertaining to development in areas designated as Urban and Conservancy shoreline environments and with the regulations pertaining to provision of public access to shoreline areas, road construction and recreational use activities as those policies and regulations are set forth in RMC Chapters 26.09, 26.17 and 26.21.

8. The proposed development would provide for uses consistent with the adopted land use designations of the City's Comprehensive Plan and would implement goals and policies of the Plan, particularly Land Use Goal 6 Policy 1 related to provision of public access to the shoreline.

9. As required by State law and City Code, the applicant has submitted a State Environmental Policy Act (SEPA) environmental checklist dated September 12, 2005.

10. The City reviewed the submitted checklist and considered the proposal in light of the submitted information and other environmental information readily available to the City and determined that, as conditioned approval of the request for the proposed development would not have significant adverse environmental impacts.

11. On October 19, 2005 the City issued a Determination of Non-Significance for the proposal.

12. On the basis of the above findings and conclusions approval of the request would be in the best interest of the community of Richland.

RECOMMENDATION

Staff recommends that the Planning Commission concur with the Findings and Conclusions set forth in Staff Report (SM2-2005) and approve the proposed development plans to allow for the construction of access improvements to the Columbia Point South area subject to the recommended conditions of approval Attachment B.

ATTACHMENTS

A - Supplemental Information
B - Conditions of Approval
C - SEPA Checklist
D - Determination of Non-Significance
E - RMC Chapters 26.09, 26.17 and 26.21 (applicable sections)
F - Notice of Application and Public Hearing
G - Application
H - Development Plans

ATTACHMENT A
(SM2-2005)

SUPPLEMENTAL INFORMATION

PROJECT DESCRIPTION

The proposed development includes improvements to the existing access road that passes under the I-182 Columbia River Bridge to the Columbia Point South area, related roadway lighting under the bridge, constructing approximately 2 miles of public pathway, scenic overlook areas, entrance and directional signage, and related utility, landscaping and re-vegetation activities.

The plans are designed to provide controlled vehicular and non-vehicular access to the Columbia Point South area consistent with the overall plans for the Hanford Reach National Monument Heritage and Visitor Center project. **This review only pertains to *those aspects of the access improvements that fall within 200-feet of the shoreline* of the Columbia River.**

On the north side of the I-182 Bridge the entrance to the Hanford Reach Interpretive Center would be improved with an entry sculpture, entry and directional signage and landscaping treatment.

The existing access road under I-182 will be widened to a 24-foot wide paved road (see Cross Section C, Plan Sheet No. 12 of 12). The existing paved bike trail will remain on the inland (west) side of the vehicular access road and a new 5-foot wide paved pedestrian path would be located on the river (east) side of that road leading under the bridge.

Pedestrian paths and overlooks would be located along the riverbank and to the extent possible, aligned with existing disturbed trails. A total of approximately 1.5 to 2 miles of trail would be constructed (see Plan Sheets No. 4-7 of 12). A small kayak/canoe rack is proposed near an existing gravel parking area located north of the old Timmerman Ferry site.

Work within the 200-foot shoreline management jurisdictional area will also include re-vegetation with native species and placement of additional stone boulders to control vehicular access as necessary.

PHYSICAL FEATURES

The affected portion of Columbia Point is characterized by shrub-steppe habitat with sagebrush, rabbit brush, wheatgrass and cheatgrass. This portion of Columbia Point has been highly disturbed based on past-uncontrolled vehicular access to the area.

COMPREHENSIVE PLAN

The adopted Comprehensive Plan designates the site as a Public Facility land use category. The PF category is defined as a land use category that includes a variety of public and institutional uses, public educational institutions and some developed public parks.

In addition to the land use designation the Comprehensive Plan Land Use Element has some specific goals and policies related to natural resources and shoreline areas (Land Use Goal 6, Policy 1) that relate to the type of development being proposed.

> *LU Goal 6:The City will protect and conserve its natural resources and critical lands and provide public access based on ability of the resource to support the use.*
>
> > *Policy 1 – The City will make all public shoreline accessible to the public, subject to regulation protecting public safety, sensitive habitat areas and wildlife.*

SURROUNDING ZONING AND LAND USES

Columbia Point in the project vicinity is zoned Parks and Public Facilities (PPF). The area north of the I-182 Bridge is developed with Columbia Point Marina Park and the area south of the bridge is currently undeveloped. The proposed access road improvements are designed to provide access to the planned Hanford Reach National Monument Heritage and Visitor Center.

SHORELINE PROGRAM

The shoreline area in the project vicinity has been designated as an Urban shoreline environment north of I-182 and a Conservancy shoreline environment south of I-182. The Richland Shoreline Master Program (RMC Title 26) sets forth policies and regulations for the various uses in Urban and Conservancy shoreline environments. These regulations are found in RMC Chapters 26.09, 26.17 and 26.21 (Attachment E).

PARKS AND RECREATION COMMISSION REVIEW

The Parks and Recreation Commission reviewed the proposed development plans at their October 13, 2005 meeting. The Commission was supportive of the planned improvements but recommended that the pedestrian paths be paved instead of the

aggregate surface as shown on the plans and that no trees be planted under I-182 adjacent to the bike path.

The paved surface was deemed more appropriate for long-term maintenance and would also provide for ADA (Americans with Disabilities Act) accessibility. The Commission was concerned that trees planted adjacent to the bike path under I-182 could eventually encroach on the bike path creating a potential hazard.

The two issues are addressed in the recommended conditions of approval. Representatives of the Richland Public Facilities District were not opposed to either condition. The proposed aggregate trail surface was in part intended to help distinguish the trail from the multi-use Riverfront Trail to the north with the intent that it be primarily pedestrian (as opposed to bicycle) oriented. However the difference in trail width (6-feet as opposed to the minimum 12-foot width of the Riverfront Trail) as well as signage should help distinguish the pedestrian oriented trail on Columbia Point South from the multi-use trail to the north.

ANALYSIS

Conformance to Shoreline Program

With the exception of the entrance signage, sculpture and landscaping, the improvements will be located in a Conservancy shoreline environment. Conservancy shoreline areas are defined as shoreline areas that contain valuable natural, cultural, aesthetic, historic, archaeological and recreational resources which most benefit the public by having their existing character maintained but which are able to tolerate a limited level of development or resource utilization.

The regulations for development in the Conservancy shoreline areas are set forth in RMC Chapter 26.09. In general these areas are primarily intended for those limited recreational uses that can be developed without substantial adverse modification of the shoreline character. Roads are considered a permitted use in a Conservancy environment only when necessary to cross a shoreline area and no feasible alternative is present. With the location of I-182, vehicular access to the Columbia Point South area is limited to the single point of access under the I-182 Columbia River bridge and no feasible alternatives exist.

The proposed trail/overlook development within the shoreline boundaries south of the I-182 Bridge meets the intent and specific regulations for development in a Conservancy shoreline environment. The project will enhance public access to the publicly owned shorelands south of I-182. The trail alignment along previously disturbed trail corridors in

conjunction with the proposed shrub-steppe re-vegetation will ensure that the natural features of the area are maintained or enhanced.

Conformance to Comprehensive Plan

The plans as submitted and conditioned conform to and would implement the City's adopted Comprehensive Plan. The plans are consistent with the types of uses intended for the Public Facility land use category and are also consistent with specific goals and policies of the Comprehensive Plan related to provision of public access along the City's shoreline areas.

SUMMARY

Staff has recommended several conditions of approval to ensure that the proposed development will be consistent with the policies and regulations of the Richland Shoreline Program. Subject to these conditions the proposal is consistent with the policies and regulations of the State Shoreline Management Act and the Richland Shoreline Master Program and should be approved.

ATTACHMENT B
(SM2-2005)

CONDITIONS OF APPROVAL

1. Prior to any construction pursuant to the approved development plans the applicant shall apply for and obtain all necessary permits, licenses, certifications, and approvals required by local, state, or federal agencies having jurisdiction over said activities. Copies of the required approvals shall be submitted to the Richland Development Services Division.

2. Any debris, overburden, and other waste materials from construction shall be disposed of in a manner that will prevent their entry by erosion from drainage, high water, or other means into the Columbia or Yakima Rivers.

3. A qualified archeological monitor shall be present during any excavation work in areas identified as having potential for significant cultural resources.

4. If during construction, any archaeological materials (e.g. bone, flaked stone tools, shell, beads, etc.) are uncovered or observed, all work in the vicinity of the resources shall stop, the area secured and the Richland Planning Manager, State Office of Archaeology and Historic Preservation and affected Tribes contacted and given an opportunity to assess the significance of the material.

5. The proposed pedestrian paths shall be paved or constructed of other hard surfaced material that is considered accessible pursuant to the provisions of the Americans with Disabilities Act (ADA).

6. No trees shall be planted in the proposed landscaping area underneath the I-182 Bridge adjacent to the bicycle path along the west side of the proposed access road.

Richland

Planning & Development Services Division • Current Planning Section
840 Northgate Drive • Richland, WA 99352 • 509/942-7598 • FAX 509/942-7764

State Environmental Policy Act Checklist

File Number: EA26-05

Purpose of Checklist

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Applicant Instructions

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answers, or if a question does not apply to your proposal, write *do not know* or *does not apply*. Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have any problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonable related to determining if there may be significant adverse impact.

Use of Checklist for Nonproject Proposals

Complete this checklist for nonproject proposals, even though questions may be answered *does not apply*. In addition, complete the **Supplemental Sheet for Nonproject Actions (Part D)**.

For nonproject actions, the references in the checklist to the words *project, applicant,* and *property* or *site* should be read as *proposal, proposer*, and *affected geographic area*, respectively.

Part A • Background			
Name of proposed project, if applicable: **South Columbia Point Shoreline Development Concept**			
Applicant's Name/Contact Person **Richland Public Facilities District / Ron Hicks**			Phone **509 783-2077** Cell **961-9508**
Address **6722 W. Kennewick Ave., Suite C**	City **Kennewick**	State **WA**	Zip **99336**
Date Checklist Prepared **September 24, 2003/Revision 1: September 12, 2005**	Agency Requesting Checklist **The City of Richland**		

Proposed timing or schedule (including phasing, if applicable)
The work for under the bridge is Phase 1A -starting approximately March 2006 to approximately July 2006.

The perimeter path construction work is in Phase 1B – starting early September 2006 to approximately late November 2007.

If you have future plans for additions, expansion, or further activity related to or connected with this proposal, please explain:
N/A

List any environmental information you know about that has been prepared, directly related to this proposal:
A cultural resource assessment has been undertaken by Jones and Stokes. An Environmental Impact Statement was undertaken for the Columbia Point area in 1982, and was updated in 1993. During September 2005 a Biological Characterization will be performed by Portage Environmental, Inc.

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? Yes ☐ No ☒ If yes, please explain:

Are you aware of any government approval or permits that will be needed for your proposal? Yes ☒ No ☐
If known, please explain:
Development Permits, City of Richland
Corps of Engineers approvals relating to floodplain construction.
Right of Way permits with WSDOT for work under I-182.
Shoreline Permit.

Give a brief description of your proposal, including the proposed uses and size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal, you need not list them now.
The primary focus is a fifty acre portion of the northern section of what is commonly known as South Columbia Point. The interpretive center will be called The Hanford Reach National Monument Heritage & Visitor Center (the Reach). The Reach will be a gathering place at the confluence of the Yakima and Columbia Rivers for residents and visitors alike to learn more about the ways in which culture and nature have affected one another in the region for countless generations. It will also serve as a gateway to the broader region including the Hanford Reach National Monument, directing visitors to unique landscapes, locations and venues throughout the region.

Within the 200 foot shoreline setback of the Columbia River beginning at the intersection of Columbia Point Drive (Richland, Wa) and under the I-182 bridge, the Hanford Reach National Monument Heritage and Visitor Center project includes upgrade of a roadbed to a 24 feet- two lane road requiring: excavation and grading; asphalt paving with curb at one side and DOT ecology embankment stormwater control at one side; and 15 foot pole ht roadway lighting (shielded). Adjoining pedestrian amenities include a 5' paved path with bollard lighting and planted areas of native vegetation aided by drip irrigation. Also at the cul de sac intersection, the paved area is decreased to allow for an entry focal point sculpture and the curb is relocated for a planting area. A curving, stone faced sign wall and planted soil berms occupy the toe of the bridge embankment on the west. East of the bridge, along the river and perimeter of the site area, proposed work includes constructing aggregate paths, locating stone boulders and revegetative planting.

The kayak rack will be place NW of the Timmerman Ferry site where the already existing parking area is located, approximately 60' from the shoreline. The kayak rack will be constructed using two 6"x6"-8' pressure treated posts, six 2"x6"-4.5' pressure treated beams, twelve .5"x4.5" galvanized lag screws with washers. The rack can hold up to six kayaks.

The aggregate paths (trails) will be located around the perimeter of the Hanford Reach National Monument Heritage & Visitor Center and are approximately 1.5 – 2.0 miles in total length. The aggregate paths will be constructed with ¼" minus aggregate to a 4" depth. Paths shall be located to align with existing and already disturbed trails used at the site.

Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, section, township, and range, if known. If a proposal will occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if available. While you should submit any plans required by the agency, you are required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Columbia Point is located in Richland, Washington, at the confluence of the Columbia River and The Yakima River. Columbia Point comprises approximately 115 acres, and the City of Richland reserved about 50 acres of the northeastern most area of the Point for the Hanford Reach National Monument Heritage and Visitor Center, referred to as the Reach. The site is defined on the northeast by the Columbia River and by the Yakima River delta and wetlands on the south, and by the Interstate 182 berm to crossing the Columbia River. Please refer to Attachment A for legal description, site plan, vicinity map and topographic map.

TO BE COMPLETED BY APPLICANT	For Agency Use Only
Part B • Environmental Elements	
Earth	
General description of the site (check one): Flat **X** Hilly ☐ Mountainous ☐ Rolling ☐ Steep Slopes ☐ Other: **The site is generally flat, excepting for the banks of the rivers.**	
What is the steepest slope on the site (approximate percent slope)? **The site has an average slope of 13%. At the shoreline of the Columbia River, the bank slopes approximately 20% at some locations.**	
What general types of soils are found on the site (for example, clay, gravel, muck, peat, sand)? **The soils are primarily sandy, with river cobbles. There are some areas of clay/sandy loam soils. Soils on the subject site can be categorized into 4 units:** **Substratum was found to be rather homogeneous.** **Stratum I consisted of a thin organic layer consisting of grass rootlets and fine grain silty sand. Stratum II was either very thin cobble-free silty sand or 20-30 centimeter thick cobble-free silty sand.** **Stratum II was loosely to moderately compacted, dry, and contained less than 10% gravel of granule, pebble, and cobble sizes.** **Stratum III was consistently heavily compacted silty sand with gravel percentages ranging from 40-90%. Cobbles in Stratum III would usually dominate the stratigraphy making it very difficult to dig. The high percentage of cobbles also did not allow a hand held auger from being used to reach depths below 75 cmbgs.**	
If you know the classification of agricultural soils, specify them and note any prime farmland: **N/A**	
Are there surface indications or history of unstable soils in the immediate vicinity? Yes ☐ No ☒ If so, describe:	
Describe the purpose, types, and approximate quantities of any filling or grading proposed, and indicate source of fill: **The proposal includes only the incidental grading required for road improvement.** **The new perimeter aggregate site paths will be placed in existing trails. There will be minimum grading to provide for level base material and finished elevation cross slope.**	
Could erosion occur as a result of clearing, construction, or use? Yes ☒ No ☐ If so, generally describe: **A very low erosion potential is anticipated. This is due to the fact that the**	

area is primarily flat with only the shoreline sloping. Temporary Erosion and Sediment Control (TESC) measures will be implemented and will include Best Management Practices (BMP) for construction activities. Soils will be exposed to rain, wind and erosive forces during the duration of the project.

Proposed measures to reduce or control erosion, if any:
Temporary Erosion and Sediment Control (TESC) measures will include Best Management Practices (BMP) for construction activities. Protective measures such as silt fencing will be used around construction areas to prevent any erosion from reaching the water during the construction phase. A storm water collection and infiltration system is also proposed as part of the completed project. Areas disturbed by construction will also be re-vegetated.

About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
New impervious surfaces will be equal to approximately 15,000 ft² or .34 acres. This includes the Service drive located within 200' of the shoreline.

Air

For Agency Use Only

Check the types of emissions to the air that would result from the proposal during construction and when the project is completed: Automobile ☒ Dust ☒ Industrial Wood Smoke ☐ Odors ☐ If any, generally describe and give approximate quantities, if known.
Air emissions as a result of this project will include low quantities of dust and machinery exhaust during construction. Approximate quantities are unknown at this time.

Are there any off-site sources of emissions or odor that may affect your proposal? Yes ☐ No ☒ If so, generally describe:
I-182 is located at the site's northern end, emissions or odor is not considered to be a major consideration.

Proposed measures to reduce or control emissions or other impacts to air, if any:
The initial portion
A dust control plan will be filed with the City of Richland to mitigate airborn dust during the construction period.

Surface Water

Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? Yes ☒ No ☐ If yes, describe type and provide names:
The Columbia and Yakima Rivers are located within the vicinity of the site.

If appropriate, state what stream or river it flows into:
N/A

Will the project require any work over, in, or adjacent to (within 200-feet) of the described waters? Yes ☒ No ☐ If yes, please describe and attach available plans:
Within the 200 foot shoreline setback of the Columbia River beginning at the intersection of Columbia Point Drive (Richland, Wa) and under the I-182 bridge, the Hanford Reach National Monument Heritage and Visitor Center project includes upgrade of a roadbed to a 24 feet- two lane road requiring: excavation and grading; asphalt paving with curb at one side and DOT ecology embankment stormwater control at one side; and 15 foot

pole ht roadway lighting (shielded). Adjoining pedestrian amenities include a 5' paved path with bollard lighting and planted areas of native vegetation aided by drip irrigation. Also at the cul de sac intersection, the paved area is decreased to allow for an entry focal point sculpture and the curb is relocated for a planting area. A curving, stone faced sign wall and planted soil berms occupy the toe of the bridge embankment on the west. East of the bridge, along the river and perimeter of the site area, proposed work includes constructing aggregate paths, locating stone boulders and revegetative planting.

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Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected, indicating the source of fill materials:
None

Will the proposal require surface water withdrawals or diversions? Yes ☐ No ☒
Give general description, purpose, and approximate quantities if known:

Does the proposal lie within a 100-year floodplain? Yes ☒ No ☐ If so, note the location on the site plan.
The 100 year flood of the Yakima River (elevation 352') occurs at the perimeter of southerly portions of the site. Only the banks of the northerly portions of the site are within the 100 year flood of the Columbia.

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Does the proposal involve any discharges of waste materials to surface waters? Yes ☐ No ☒ If so, describe the type of waste and anticipated volume of discharge

Ground

Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities, if known.
No.

Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage, industrial, containing the following chemicals....: agricultural, etc.).
None.

Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve:
N/A

Water Runoff (including storm water)

Describe the source of runoff (including storm water), and method of collection and disposal, if any (including quantities, if known).
Stormwater associated with impervious surfaces will be collected to either surface grassy swales to disperse, and/or to below grade detention structures to be ex-filtrated to the ground.

Will this water flow into other waters? Yes ☐ No ☒ If so, generally describe:

Could waste materials enter ground or surface waters? Yes ☐ No ☒ If so, generally describe:

Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:
All storm water will remain on site, to eliminate potential impacts to surrounding property.

For Agency Use Only

Plants

Check the types of vegetation found on the site:
Deciduous tree: alder ☐ aspen ☐ maple ☐ other ☒ (list)
mulberry tree.

Evergreen tree: cedar ☐ fir ☐ pine ☐ other ☐ (list)
None.

Shrubs ☐ grass ☒ pasture ☐ crop or grain ☐ other ☒ (list)
wheatgrass, sagebrush, Munro's globemallow, rabbitbrush, and noxious weeds.

West soil plants: bulrush ☐ buttercup ☐ cattail ☐ skunk cabbage ☐ other ☐
(list)
None.

Water plants: eelgrass ☐ milfiol ☐ water lily ☐ other types of vegetation ☐
(list)
None.

What kind and amount of vegetation will be removed or altered:
Very little vegetation will be removed or altered, if any. Areas proposed for construction within 200' of the shoreline are generally devoid of vegetation. The site is mostly covered in noxious weeds. This present landscape will be altered by the replacement of native vegetation.

List threatened or endangered species known to be on or near the site:
No endangered plant species are known to be on or near the site at this time.

Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
The proposed landscape will be organized according to different habitats found in the region. This vegetation concept will involve a shrub-steppe surrounding including bitterbrush, sagebrush, big sagebrush, Sandberg's bluegrass, and wheatgrass. Seeded wildflowers will also be integrated into this landscape type and will be comprised of lupine, balsamroot, phlox, fleabane, sand dock, woolly pod milkvetch, narrowleaf goldenweed, and dune scurfpea. In addition, vehicle access will become severely restricted throughout the area, to allow re-vegetation to be successful.

Animals

Check any birds and animals which have been observed on or near the site or are known to be on or near the site:
Birds: eagle ☐ hawk ☐ heron ☒ songbirds ☐ other ☒ **Quail, dove**

Mammals: bear ☐ beaver ☐ deer ☒ elk ☐ other ☒ **River otters, muskrat, cottontail rabbits**

Fish: bass ☒ herring ☐ salmon ☒ shellfish ☐ trout ☒ other ☒ **Bluegill, pumpkinseed sunfish, walleye, yellow perch**

List any threatened or endangered species known to be on or near the site:
Federally listed threatened and endangered species that may be present in the vicinity of the study area include the Upper Columbia River spring chinook salmon (*Oncorhynchus tshawytscha* – endangered), the Upper Columbia River steelhead trout (*Oncorhynchus mykiss* – endangered), the Middle Columbia River steelhead trout (*Oncorhynchus mykiss* – threatened), the Columbia River bull trout (*Salvelinus confluentus* – threatened) and the bald eagle (*Haliaeetus leucocephalus* – threatened). Middle Columbia River steelhead trout are the only listed species that could potentially use the stretch of the Columbia River offshore from the property to spawn.

Is the site part of a migration route? Yes ☐ No ☒ If so, explain:

Proposed measures to preserve or enhance wildlife, if any:
The inclusion of conservation measures aimed at restricting vehicle access and re-directing foot traffic from the majority of the site will help reduce disturbances to the river and riparian areas. In addition, the project includes revegetating the area with native grasses, and eventually adding landscape features such as native gardens and possibly an arboretum; these will enhance opportunities for providing food, shelter and foraging opportunities for a number of wildlife species.

Energy and Natural Resources

For Agency Use Only

What type(s) of energy will be used to meet the completed project's energy needs: Electrical ☐ Natural Gas ☐ Oil ☐ Solar ☐ Wood Stove ☐
Describe whether it will be used for heating, manufacturing, etc.
N/A

Would your project affect the potential use of solar energy by adjacent properties? Yes ☐ No ☒ If so, generally describe:

What kind(s) of energy conservation features are included in the plans of this proposal?
N/A

List other proposed measures to reduce or control energy impacts, if any:
N/A

Environmental Health

Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? Yes ☐ No ☒ If yes, describe:

Describe special emergency services that may be required:

No special services are anticipated to be required.

Proposed measures to reduce or control environmental health hazards, if any:
N/A

Noise

What types of noise exist in the area that may affect your project (for example: traffic, equipment, operations, other?):
Traffic noise associated with I-182 can be heard at the site's northern end, noise from SR 240 at the Southern end. There will be no noise impact.

What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example: traffic, construction, operation, other)?
During the course of the project, there will be some construction related noise. The impacts should be negligible to adjacent properties.

There will minimal construction noise. There will be no noise post construction.

For Agency Use Only

Indicate the hours noise would come from the site:
Minimal construction noise will generally be weekdays from 5 am to 10 pm. Periodically.

Proposed measures to reduce or control noise impacts, if any:
None needed.

Land and Shoreline Use

What is the current use of the site and adjacent properties?
The site is currently vacant, but historically has been used for recreational purposes until the access restrictions were put into place in July 18, 2003.

Adjacent properties include recreational (Marina Park), multi-family residential, eating establishments, and hotel.

Has the site been used for agriculture? Yes ☒ No ☐ If so, describe:
Until approximately 1957 the site was irrigated and farmed. Since 1957 no agricultural activities have been present.

Describe any structures on the site:
N/A

Will any structure(s) be demolished ? Yes ☐ No ☒ If so, what?

What is the current zoning classification at the site?
The current zoning classification of the site is Public Reserve.

What is the current comprehensive plan designation of the site?
The comprehensive plan designates the area as a mix of "Public Facility" and "Open Space Reserve"

North of I-182 is Urban environment, south of I-182 is Conservancy Environment.

If applicable, what is the current shoreline master program designation of the site?
"Urban Shoreline Environment", per The City of Richland.

Has any part of the site been classified as an "environmentally sensitive area"? Yes ☐ No ☒ If so, please specify:	
Approximately how many people would reside or work in the completed project? **N/A**	**For Agency Use Only**
Approximately how many people would the completed project displace? **N/A**	
Proposed measures to avoid or reduce displacement impacts, if any: **No displacement will take place.**	
Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: **The project has been anticipated for many years, and is included within the Comprehensive Zoning Plan for the area.**	
Housing	
Approximately how many units would be provided, if any? Check the type of housing: High ☐ Middle ☐ Low-income ☐ **N/A**	
Approximately how many housing units, if any, would be eliminated? **N/A**	
Check the type of housing: High ☐ Middle ☐ Low-income ☐ **N/A**	
Proposed measures to reduce or control housing impacts, if any: **N/A**	
Aesthetics	
What is the tallest height of any proposed structure(s), not including antennas? **The kayak rack, the only proposed structure, will be approximately 5' in height.**	
What is the principal exterior building material(s) proposed? **Pressure treated wood.**	
What views, in the immediate vicinity, would be altered or obstructed? **None.**	
Proposed measures to reduce or control aesthetic impacts, if any: **N/A**	

Light and Glare	**For Agency Use Only**
What type of light or glare will the proposal produce? **None.**	
What time of day would it mainly occur? **N/A**	
Could light or glare from the finished project be a safety hazard or interfere with views? Yes ☐ No ☒	
What existing off-site sources of light or glare may affect your proposal? **None.**	

Proposed measures to reduce or control light and glare impacts, if any:
N/A

Recreation

What designated and informal recreational opportunities are in the immediate vicinity?
The site is located in the proximity to a Marina Park, which contains boat launching and mooring facilities, as well as playgrounds and picnic areas.

The immediate site will be accessible for fishing, bicycling, trail walking, and sightseeing.

Would the proposed project displace any existing recreational uses?
Yes ☐ No ☒ If so, describe:
No, the proposed project will enhance recreational uses.

Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
Recreational opportunities include provisions for public access improvements to the rivers, river shore, and facility.

Historic and Cultural Preservation

Are there any places or objects listed on, or proposed for national, state, or local preservation registers known to be on or next to the site? Yes ☒ No ☐ If so, generally describe:
Yes, there are places or objects listed on, or proposed for national, state, or local preservation registers known to be on or next to the site. The Hanford Reach Interpretive Museum and visitor center is located on Columbia Point South directly adjacent but outside the boundaries of an archaeological district (45DT41a), at least two documented archaeological sites (45BN23 and 45BN329), an identified Traditional Cultural Property (TCP), and at least two significant historic sites including Timmerman's Ferry landing and the possible location of Saint Rose of Chemna Mission. This information was gathered during a literature search at the State of Washington Office of Archaeology and Historic Preservation (OAHP) in Olympia, Washington and is being used by the project sponsor to guide the design of the project to avoid and/or minimize potential effects.

Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site:
Columbia Point South's documented archaeology, ethnography and history present a remarkable sequence of human history at the geographic intersection of the Columbia and Yakima Rivers. The Tri-Cities archaeological district (45DT41a) is included in the National Register of Historic Places and its boundaries parallel the shoreline of the Columbia River near the project area. The Tri-Cities archaeological district maintains one of the densest collections of archaeological sites along the middle Columbia and Lower Snake Rivers. Archaeological sites within the district demonstrate a use of the Tri-Cities area for at least the last 10,000 years of human history.

Site 45BN23 at Columbia Point South is a contributing site to the significance of the Tri-Cities archaeological district. Originally recorded in

1947, site 45BN23 was referred to as a burial site. Since its discovery over 56 years ago, 45BN23 has been subjected to numerous scientific investigations of various success and merit. An archaeological survey conducted by the Confederated Tribes of Umatilla Indian Reservation recently defined the boundaries of site 45BN23 as beginning 50 meters south of the Interstate 182 Bridge and continuing south along the shoreline around Columbia Point and terminating alongside the southern shoreline and terrace overlooking the confluence of the two rivers. The tribe estimated the site covered approximately 225 acres of property along the river's shoreline.

Ethnographically, Columbia Point South is inexorably linked to the Native American Tribes of Mid-Columbia river basin. Tribal elders through oral history have handed down a rich heritage and history of use of the area around Columbia Point South. Traditional cultural properties or TCP's have been identified near the Columbia Point South area testifying to the location's significance. Although TCP's have been identified through oral history and historical research, there have been no nominations of TCP's to the National Register of Historic Places for the Columbia Point South area.

Historically, Columbia Point South has been witness to the influx of Euro American explorers, trappers, missionaries, and farmers into the Pacific Northwest and the subsequent displacement of the region's Native American populations onto reservations. The Timmerman Ferry site, located on the Columbia River at Columbia Point South, was a cable ferry system built in 1894. The ferry crossing had towers on both sides of the river and was connected by a 2810-foot long steel cable. The ferry continued operation until 1931 when it became more economical for passengers to use the newly constructed Pasco-Kennewick highway bridge to cross the Columbia River. Another equally important historical occurrence at Columbia Point South was the building of the Saint Rose of Chemna mission in 1847.

Proposed measure to reduce or control impacts, if any:

The Public Facilities District in consultation with the City of Richland has established a 400-foot cultural resource setback from all previously documented cultural resources to minimize the potential to disturb any known archaeological deposits at Columbia Point South. The proposed building and its associated infrastructure (e.g., access roads, utilities, and parking lot) are proposed to be located outside the known boundaries of the above referenced cultural resources. Native American monitors will be present during all construction excavation within the buildings footprint. At the time of this writing, the amount of ground disturbance within the building's footprint is unknown. In addition an existing paved access road to the facility, which in fact crosses near site 45BN23, would be repaired and maintained with only minimal ground disturbance to the road's linear footprint. If any ground disturbance associated with road repair and maintenance were necessary near the documented archaeological site, Native American monitors would be present.

Jones & Stokes' archaeologists has excavated a series of shovel test probes within the proposed building's footprint (outside the boundaries of the known archaeological sites) in an effort to determine the absence or presence of any significant cultural resources. A pedestrian survey was conducted staying within the 400-foot cultural resource protection zone. Survey transects of 5 meters were implemented with two crewmembers zigzagging the entire project footprint. No cultural resources were

identified during the pedestrian survey. Beginning on the western edge of the project area footprint, 50 cm x 50 cm wide probes have been excavated every 10 meters along many parallel transects. All excavated sediment was screened using a ¼ inch wire mesh "rocker" screen. A total of 41 shovel probes were excavated. A total of 5.75 m^3 was excavated. Of the 41 excavated shovel probes; three probes contained cultural resources in heavily disturbed archaeological contexts. Five cryptocrystalline silicate (CCS) flakes in a disturbed context, an intact concrete pipe measuring 12 inches in diameter, and an additional CCS flake or "potlid" were found. Jones & Stokes' Archeologists have submitted a technical report detailing fieldwork results to Riverside Consulting, Washington OAHP, and all consulted with Native American Tribes.

If during construction excavation significant cultural resources are discovered, all construction activity in the immediate area must stop so that a qualified archaeologist or Native American monitor can accurately assess the context and integrity of the find. Upon discovery of significant cultural resources (e.g., human skeletal remains) the contractor will immediately contact the City of Richland Police and/or Benton County Sheriff and representatives of CTUIR. The State of Washington Office of Archaeology and Historic Preservation should also be contacted immediately upon discovery to inform them of the find. All Native American graves on private or public lands are protected under Washington State law (RCW 27.44).

Transportation

For Agency Use Only

Identify public streets and highways serving the site:
Columbia Point Drive is currently the only public access street serving the site. Access to the facility is located along Columbia River shoreline directly beneath the I-182 bridge.

Describe proposed access to the exiting street system. Show on site plans, if any.
The Entry Drive, located underneath the I-182 bridge along the Columbia River, will be the main access road to the Point from which other smaller roads will branch off. A drop off loop for buses and other vehicles and an area with five accessible parking spaces are located at the Entry Plaza. See attached site plan.

Is site currently served by public transit? Yes ☐ No ☒ If no, what is the approximate distance to the nearest transit stop?
The nearest transit stop is located at the corner of Goethals Drive and Knight Street approximately 2.3 miles from the site entrance.

How many parking spaces would the completed project have?
There will be no parking spaces within 200' of the shoreline.

How many parking spaces would the project eliminate?
None.

Will the proposal require any new roads, streets, or improvements to existing roads or streets, not including driveways? Yes ☒ No ☐ If so, generally describe :
Improvements will be made to the entrance located under the I-182 bridge providing access to the facility.

Will the new roads, streets, or improvements to existing roads or streets, not including driveways be: Public ☒ Private ☐
Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? Yes ☐ No ☒ If so, generally describe:
How many vehicle trips, per day, would be generated by the completed project? **The final scope of work is not known, so exact numbers are not available. Approximate vehicle trips, based on the ITE Trip Generation Manual, could vary widely due to the mixed use nature of the project. Weekends may see from 2 to 10 cars per hour throughout the day. During the week, the various office functions in the building will generate approximately 100 to 150 trips per day.**
If known, indicate when peak volumes would occur: **Peak volumes would be from 7 to 9 am, and then again from 4 to 6 pm.**
Proposed measures to reduce or control transportation impacts, if any: **If a traffic study is required as the scope of the project is further developed, the project proponent will agree to comply with any mitigation recommended by the study.**

Public Services	**For Agency Use Only**
Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, or other)? Yes ☒ No ☐ If so, generally describe: **The proposed project is a public facility, so it will require a minor increase in fire and police protection. No increase is anticipated to health care, schools or other public services.**	
Proposed measures to reduce or control direct impacts on public services, if any: **N/A**	
Utilities	
Check utilities currently available at the site: Electricity ☐ Gas ☐ Other ☐ Phone ☐ Refuse Service ☒ Sanitary Sewer ☐ Septic System ☐ Water ☒	
Check the utilities that are proposed for the project, and list the utility providing the service:	
Electricity ☐ **N/A**	
Gas ☐ **N/A**	
Other ☐ **N/A**	
Phone ☐ **N/A**	
Refuse Service ☒ **City of Richland**	
Sanitary Sewer ☐ **N/A**	
Septic System ☐ **N/A**	
Water ☒ **City of Richland**	
Describe the general construction activities on the site or in the immediate vicinity which may be needed: **Construction activities for the facility of approximately 66,000 square feet, paving, and landscaping.**	

Part C • Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Ronald J Nist
Signature

9/22/2005
Date Submitted

Part D • SUPPLEMENTAL SHEET FOR NONPROJECT ACTION

(Do not use these sheets for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water, emissions to air, production, storage, or release of toxic or hazardous substances, or production of noise?

There will be no discharge to water, and no storage or release of toxic or hazardous substances.

Automobile traffic to and from the completed project will have small increases to emissions to air.

Construction will have an increase in noise and possibly to dust emissions; the completed project will not.

Proposed measures to avoid or reduce such increases are:

Trip reduction will be encouraged at the completed project. Construction activities will be limited to daylight hours. A dust control program will be implemented during construction.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Vegetative restoration of the site will enhance plant diversity and provide conditions more conducive to the health of animals on and near the site.

The proposal should have no net affect on fish or marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

See answer 2 above.

3. How would the proposal be likely to deplete energy or natural resources?

The proposal will not deplete energy or natural resources.

Proposed measures to protect or conserve energy and natural resources are:

N/A

4. How would the proposal be likely to use or affect environmentally sensitive area or areas designated (or eligible or under study) for government protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural site, wetlands, floodplains, or prime farmlands?

The site contains known culturally sensitive areas, and is adjacent to two rivers: the Yakima, and the Columbia. The proposed project will avoid those areas by maintaining a 400 foot "cultural resource protection zone"; a setback from the ordinary high waters of those rivers. Other known culturally sensitive areas will be mapped and avoided during the development process.

Proposed measures to protect such resources or to avoid or reduce impacts are:

If during construction excavation significant cultural resources are discovered, all construction activity in the immediate area must stop so that a qualified archaeologist or Native American monitor can accurately assess the context and integrity of the find. Upon discovery of significant cultural resources (e.g., human skeletal remains) immediately contact the City of Richland Police and/or Benton County Sheriff and if not present, all of the affected Native American Tribes. The State of Washington Office of Archaeology and Historic Preservation should also be contacted immediately upon discovery to inform them of the find. All Native American graves on private or public lands are protected under Washington State law (RCW 27.44). Disturbance of a known Native American grave is considered a Class C felony.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposed project is compatible with current use of the site, and is designated as the use recommended in the City of Richland's Comprehensive Land Use Plan ("Public Facility")

Proposed measures to protect such resources or to avoid or reduce impacts are:
Work proposed within 200' of the shoreline encourages the conservation of the shoreline for public use. The proposed project will enhance that attribute.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?
It would not likely increase demands, unless transit is extended through Columbia Point.

Proposed measures to reduce or respond to such demands are:
N/A

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.
The main focus of the master plan is to isolate potentially culturally or environmentally sensitive areas of the site, and to concentrate all development away from those areas, in order to avoid conflict with local, state, or federal laws.

File No. EA26-05

CITY OF RICHLAND
Determination of Non-Significance

Description of Proposal Construction of vehicular and non-vehicular access improvements to the Columbia Point South area, including paved road and trails, overlook areas, signage, landscaping and utilities.

Proponent Richland Public Facilities District

Location of Proposal Adjacent to the Columbia River on both the north and south sides of the Interstate 182 Columbia River Bridge.

Lead Agency City of Richland

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

[ ] There is no comment for the DNS.

[ ] This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below. **Comments must be submitted by** _____.

[XX] This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official Rick Simon

Position/Title Development Services Manager

Address P.O. Box 190, Richland, WA 99352

Date 10/19/05 **Signature** _____

Comments/Conditions_____

CHAPTER 26.09 - CONSERVANCY ENVIRONMENT

Sections:

26.09.010 Purpose.

The designation of conservancy environments on Richland's shorelines seeks to satisfy some of the needs of the community relative to the present and future location of recreation areas serving existing and proposed population concentrations and to provide a continuous flow of recreational uses and benefits without substantial adverse modification of the shoreline character. Recognized uses in the conservancy environment are those which are generally nonconsumptive of the physical and geological resources of the land and water uses. (Ord. 55-79 1.01).

26.09.020 Permitted Uses-Special Circumstances.

Uses are generally allowed as indicated on the use chart as set forth in Section 26.21.010, except that:

A. Landfills shall not be permitted in the conservancy environment for the purpose of creating new land area. Retaining walls shall not be utilized to control erosion from landfills;

B. Dredging within the conservancy environment shall be limited to the maintenance of navigation channels and facilities;

C. Roads and railroads may be permitted only when necessary to cross a shoreline area and no other feasible alternative is present;

D. Any utility brought into a conservancy environment shall be located and designed so that it minimizes impact on scenic views or aesthetic qualities and so that it minimizes environmental impact;

E. Only those developments or construction projects which do not substantially change the character of the conservancy environment shall be allowed. (Ord. 55-79 1.01).

26.09.030 Regulations.

A. Building Location. Whenever possible and practicable, buildings and structures associated with a conservancy environment shall be located along the inland edge of the environment. Except as provided below, building or structure in a conservancy environment shall be located nearer than one hundred feet from the shoreline:

   1. Buildings and structures, when the location provides a significant view or commemorates or otherwise recognizes a significant historical, cultural or natural event on the site, may be located nearer than one hundred feet from the shoreline, provided such buildings and structures are intended for general public use.

   2. Structures and uses necessary for the operation of a public utility may be installed or located nearer than one hundred feet from the shoreline when such encroachment is necessary for the efficient operation of the utility, provided precautions are exercised which will result in maximum compatibility of the structure or use and the environment.

B. Building Height. No building in a conservancy environment shall exceed sixteen feet in height, above average grade level. Other structures shall be allowed a thirty-five-foot height limitation only when overriding considerations of the public interest will be served.

C. Access and Circulation. Recognizing the need to provide maximum public access to conservancy shoreline areas, with minimum disruption of sensitive natural resources, the following regulations shall apply:

   1. General regulations for road and railroad design and construction as set forth in Section 26.21.170 shall be complied with.

   2. Appropriate scale and occurrence of access points to the conservancy environment shall be determined by the intensity of development existing or proposed for a given area. Access to areas designed for traditionally intense, active recreation activities such as ball fields, picnic areas, swimming beaches, boat launches, cultural centers and similar uses shall be provided in a manner that will encourage motorized and nonmotorized vehicular use. Access to sensitive natural resource areas shall be severely restricted and generally limited to nonmotorized penetration.

3. Access to the water's edge from parking areas shall be limited to pedestrian movement, except that boat launching facilities may be provided with access drives.
4. Circulation within the conservancy environment shall, as appropriate, include provisions for all modes of transportation. Roadways for motorized vehicles shall be designed and located to take advantage of scenic views, vistas and points of interest in nonsensitive areas, and shall be designed and constructed with consideration of, and sensitivity for, natural features and amenities of the conservancy environment.
5. Public vehicular or equestrian access to established wildlife breeding and nesting grounds on public land is prohibited during the established breeding and nesting seasons. Pedestrian access to those areas is restricted to authorized personnel during breeding and nesting seasons.
6. Development of hard-surfaced roadways, trails and bikeways shall be in accordance with applicable city of Richland standards.
7. Whenever possible, roadways, trails and bikeways shall utilize existing access and utility easements.

D. Parking Areas.
1. Parking area size shall be sufficient to accommodate a reasonable number of vehicles for the use or uses developed or planned.
2. Parking areas shall be located on the inland side of all buildings, structures and recreational areas, except that parking areas visually shielded by natural growth or landform from the water's edge may be located on the shoreline side of a building, structure or recreational area when such location is necessary to allow enjoyment of some natural or artificial inland phenomenon.
3. Parking areas for boat launching facilities shall make provisions for accommodating vehicular drawn trailers.
4. When designing parking areas, every effort shall be made to tone down the scale and extent of the area, and utilize native shrubs and trees and appropriate landscaping techniques.
5. Whenever possible, parking areas shall be located on the inland periphery of the conservancy environment.
6. Parking area layout and design shall be in accordance with applicable city of Richland standards.

E. Sanitation. Any development occurring in the conservancy environment shall provide litter containers for refuse collection and shall provide restroom facilities, sewage disposal and water supply systems in accordance with local, state and federal regulations.

F. Signs. General regulations for outdoor advertising signs as set forth in Section 26.21.070 shall be complied with. (Ord. 55-79 1.01).

CHAPTER 26.17 - URBAN ENVIRONMENT

Sections:

26.17.010 Purpose.

The designation of urban environments on Richland's shorelines is intended to insure optimum utilization of shorelines within urban areas in a manner which enhances and maintains the shorelines for a multiplicity of urban uses and provides for maximum public access and circulation. (Ord. 55-79 1.01).

26.17.020 Permitted Uses-Special Conditions.

Uses are generally allowed as indicated on the use chart as set forth in Section 26.21.010. Recognizing the need for an order of preference for shoreline development the following shall apply:

A. "Water-dependent" uses requiring frontage on navigable waters or other uses of water resources shall be given highest priority for waterfront sites, and "water-related" uses shall be given second priority.

B. Industrial and commercial development shall be encouraged to locate in already developed but underutilized areas. (Ord. 55-79 1.01).

26.17.030 Regulations.

A. Building Location. The location of all buildings and structures in the urban environment shall be as indicated on the approved development plan. In no case shall a building or structure be located in a manner which unreasonably alters or restricts public access or circulation along the shoreline.

B. Building Height. No new or expanded building or structure within the Urban Environment shall exceed a height of thirty-five feet above average grade level; provided that the physical planning commission may permit buildings and structures to exceed a height of thirty-five feet in the Urban Environment, up to a maximum height of fifty-five feet, if after review and public hearing the commission finds:

1. The proposed use of the building or structure is a permitted use in the Urban Environment and is otherwise in conformance with the Shoreline Master Plan;
2. The increased height of the proposed building or structure would not cause obstruction of the view from a substantial number of residences in areas adjoining the shoreline environment;
3. The increased height would not have significant detrimental effect on existing or planned land use of the adjacent upland areas; and
4. The increased height would be in the best interest of the general public.

C. Access and Circulation. Development plans and subdivision plats shall include provisions for appropriate public access roads and easements to public recreation areas along the shorelines, and shall provide for appropriate linear circulation roads, bicycle or hiking paths, and easements along the shoreline. Roadways, pathways and bikeways intended for recreational movement shall be designed and constructed in accordance with provisions for road and railroad design and construction as set forth in Section 26.21.170 and recreation as set forth in Section 26.21.200.

D. Parking. Parking areas shall be designed and constructed in accordance with applicable provisions of this code and regulations contained in Section 26.09.030. All parking areas shall be located on the inland side of the use proposed.

E. Water and Sanitation. Any development proposed in the urban environment shall be required to connect to available city of Richland water and sewer facilities in accordance with applicable provisions of this code except that temporary facilities for construction activity are permitted in accordance with applicable provisions of the code. Storm drainage facilities must be separated from sewage disposal systems.

F. Signs. General regulations for outdoor advertising signs as set forth in Section 26.21.070 shall be complied with. (Ord. 55-79 1.01: Ord. 35-83).

26.21.170 Road and Railroad Design and Construction.

Roads and railroads are linear passageways designed to transport people and goods on improved surface or tracks. Their design and construction will affect access to, visual quality of, and soil stability of shorelines and waterways.

A. Whenever feasible, major linear passageways shall be located away from shorelands, reserving shoreland roads for slow moving recreational traffic.

B. All roadways located in shoreline or wetland areas shall be designed, constructed and maintained to prevent erosion, control dust and permit a natural movement of groundwater and surface water. Road locations shall be designed to follow the topography whenever possible so that minimum alteration of natural conditions will be necessary.

C. Public roadways through scenic corridors shall provide for safe pedestrian and other nonmotorized circulation and access through and to shoreline areas. Sufficient right-of-way shall be required on development plans to assure that appropriate travel modes are capable of being accommodated.

D. The design and construction of all public roadways shall be in accordance with applicable city of Richland standards.

E. Regulations applicable to road and railroad design and construction for the environment in which the proposed development is located shall be complied with. See Chapters 26.05 through 26.17. (Ord. 55-79 1.01).

26.21.190 Archaeological Areas and Historic Sites.

Included on Richland shorelines are areas known to be of significant archaeological and historic value. The office of archaeology and historic preservation is recognized as the authority on matters concerning areas recorded as important archaeological or historic sites.

A. Prior to approval of any permit requests, the planning and inspection services department of the city of Richland shall consult with the office of archaeology and historic preservation for the purpose of identifying potentially valuable archaeological data and for recommendations concerning preservation or salvage of the data identified.

B. All shoreline permits shall contain a special provision requiring the developer to notify the planning and inspection services department of any potentially valuable archaeological data uncovered during site excavation and shall cease further excavation pending an analysis and report from the office of archaeology and historic preservation. Development may resume only after approval by the office of archeology and historic preservation, except that development may resume thirty days following the report in the absence of a response from the office of archaeology and historic preservation.

C. Regulations applicable to archaeological areas and historic sites for the environment in which the proposed development is located shall be complied with. See Chapters 26.05 through 26.17. (Ord. 55-79 1.01).

26.21.200 Recreation.

Recreation is the refreshment of strength and spirits through activities involving physical participation or passive relaxation. Water-related recreation accounts for a significant percentage of all recreational activities in the city of Richland and the state of Washington. Recreational activities intended for public use shall be encouraged at intensities appropriate for the various environments. Priority will be given to those recreational uses which provide appropriate public access to the shoreline.

A. Only those public and private recreational uses developed for general public use shall be permitted on public shorelines of Richland

B. Access, circulation and parking for recreational developments shall comply with the following regulations:

1. Scale and occurrence of access points shall be determined by the intensity of development proposed. Access ways for traditionally intense active recreation activities such as ball fields, group picnic areas, boat launches, cultural centers and similar uses shall be provided in a manner that will encourage vehicular/nonvehicular use. Access to sensitive natural resource areas shall be severely restricted and generally limited to nonmotorized penetration.
2. Access to the water's edge from parking areas shall be limited to pedestrian movement, except that marinas and boat launching facilities may be provided with access drives or roads.
3. Circulation within recreational areas shall, as appropriate, include provisions for all modes of transportation. Roadways for motorized vehicles shall be designed and located to take advantage of scenic views, vistas and points of interest in nonsensitive areas and shall be designed and constructed with consideration of, and sensitivity for, natural features and amenities of the shorelines.
4. Access and circulation shall conform to provisions for road and railroad design and construction as set forth in Section 26.21.170.
5. Parking areas shall be located on the inland side of all buildings, structures and recreational uses and shall be developed in accordance with applicable city of Richland standards.

C. Development plans shall include provisions for the protection and preservation of fragile natural resources and scenic views and vistas of the shoreline.

D. The intensity of development shall be controlled by the availability of utilities and the ability to provide utilities without adversely affecting the natural features of the shoreline.

E. Recreational facilities requiring use of fertilizers and pesticides shall comply with regulations established for agriculture as set forth in Section 26.21.020.

F. Recreational developments shall comply with all local and state health regulations.

G. Regulations applicable to recreation for the environment in which the proposed development is located shall be complied with. See Chapters 26.05 through 26.17. (Ord. 55-79 1.01).

CITY OF RICHLAND
NOTICE OF APPLICATION
AND PUBLIC HEARING (SM2-2005)

Notice is hereby given that the Richland Public Facilities District, the owner and or lessee of the below described property, on September 9, 2005 filed application for a Shoreline Management Substantial Development Permit (SM2-2005) to allow for improvements to the existing access road that passes under the I-182 Columbia River Bridge to the Columbia Point south area, related roadway lighting, constructing approximately 2 miles of public pathway, scenic overlook areas, signage, and related utility, landscaping and re-vegetation activities. The development is located adjacent to the Columbia River north and south of the I-182 Columbia River Bridge. Said parcel being within the SE ¼ of Section 13, T. 9 N., R. 28 E., and the SW ¼ of Section 18, T. 9 N., R. 29 E., W.M. Said development is proposed to be within the Columbia River and/or its associated shorelands. Pursuant to the Richland Municipal Code (RMC) Section 19.30.030 the City of Richland determined the application complete for processing on September 14, 2005.

The Richland Planning Commission on Wednesday, October 26, 2005 will conduct a public hearing and review of the application at 7:00 p.m. in the Council Chamber, Richland City Hall, 505 Swift Boulevard. Interested parties are invited to attend and give testimony at the public hearing.

Any person desiring to express his views or to be notified of any decisions pertaining to this application should notify Rick Simon, Development Services Manager, 840 Northgate Avenue, P.O. Box 190, Richland, WA 99352 in writing within 30 days of the final date of issuance of this notice which is September 25, 2005. Comments may also be faxed to (509) 942-7764. Written comments should be received no later than 5:00 p.m. on October 25, 2005.

Notice is further given that the applicant has filed an environmental checklist as required by the State Environmental Policy Act (SEPA). Copies of the checklist and other information related to the application are available for review at the Richland Development Services Center located at 840 Northgate Drive. Based on the initial review of the application, the City of Richland anticipates issuing a Determination of Non-Significance for the proposal. The environmental review is being conducted under WAC 197-11-355 (Optional DNS Process). As such, this may be the only opportunity to comment on the environmental impacts of the proposal.

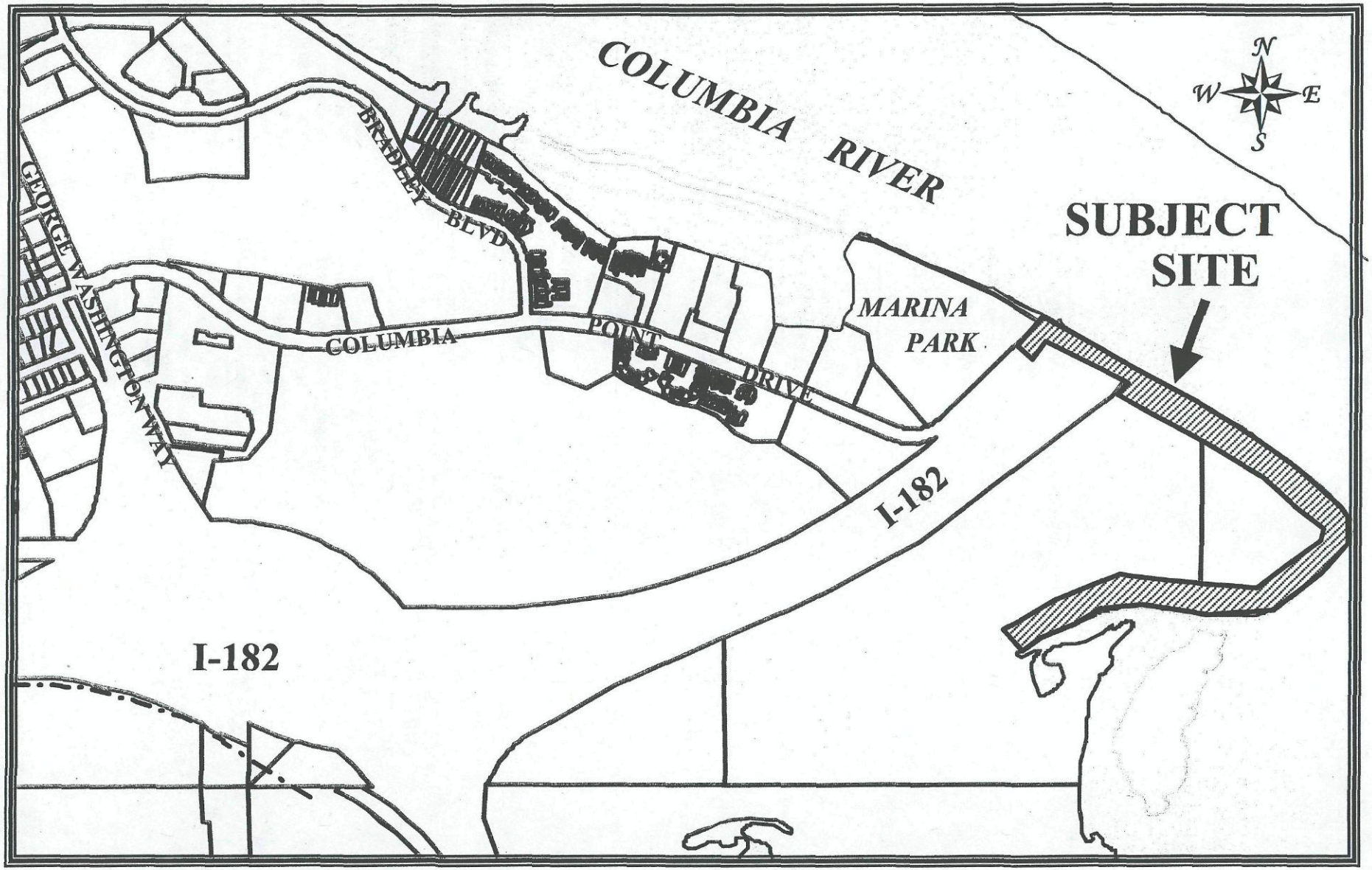
The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an EIS is required. A copy of the subsequent threshold determination for the proposal may be obtained upon request at the address listed above.

Copies of the Staff Report and recommendation will be available in the Development Services Office and the Richland Public Library beginning Friday October 21, 2005.

The proposed application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulation Administration and Title 26 Shoreline Management. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Development Services Division at the above referenced address with questions related to the available appeal process.

RICK SIMON, DEVELOPMENT SERVICES MANAGER

VICINITY MAP



AGENCY USE ONLY

Agency Reference #: Date Received:
Circulated by: (local govt. or agency)

JOINT AQUATIC RESOURCES PERMIT APPLICATION FORM (JARPA)

(for use in Washington State)

PLEASE TYPE OR PRINT IN BLACK INK.

TO FILL IN ELECTRONICALLY, USE F11 TO MOVE THROUGH THE FORM

RECEIVED
SEP 09 2005
Planning & Development Services

☐ Application for a Fish Habitat Enhancement Project per requirements of RCW 77.55.290. You must submit a copy of this completed JARPA application form and the (Fish Habitat Enhancement JARPA Addition) to your local Government Planning Department and Washington Department of Fish & Wildlife Area Habitat Biologist on the same day.

NOTE: LOCAL GOVERNMENTS – You must submit any comments on these projects to WDFW within 15 working days.

Based on the instructions provided, I am sending copies of this application to the following: *(check all that apply)*

☒ Local Government for shoreline: ☒ Substantial Development ☐ Conditional Use ☐ Variance ☐ Exemption ☐ Revision ☐ Floodplain Management ☐ Critical Areas Ordinance

☒ Washington Department of Fish and Wildlife for HPA (Submit 3 copies to WDFW Region)

☒ Washington Department of Ecology for 401 Water Quality Certification (to Regional Office-Federal Permit Unit)

☐ Washington Department of Natural Resources for Aquatic Resources Use Authorization Notification

☒ Corps of Engineers for: ☐ Section 404 ☐ Section 10 permit

☐ Coast Guard for: ☐ General Bridge Act Permit ☐ Private Aids to Navigation (for non-bridge projects)

☒ For Department of Transportation projects only: This project will be designed to meet conditions of the most current Ecology/Department of Transportation Water Quality Implementing Agreement

SECTION A - Use for all permits covered by this application. Be sure to ALSO complete Section C (Signature Block) for all permit applications.

1. APPLICANT
Richland Public Facilities District

MAILING ADDRESS
6722 W. Kennewick Ave., Suite C

WORK PHONE	E-MAIL ADDRESS	HOME PHONE	FAX #
509-783-2077	ronhicks@riversideconsultingin.com		**509-783-2127**

If an agent is acting for the applicant during the permit process, complete #2. Be sure agent signs Section C (Signature Block) for all permit applications

2. AUTHORIZED AGENT
Ronald J. Hicks, Ph.D.

MAILING ADDRESS
6722 W. Kennewick Ave., Suite C

WORK PHONE	E-MAIL ADDRESS	HOME PHONE	FAX #
509-783-2077	ronhicks@riversideconsultingin.com		**509-783-2127**

3. Relationship of applicant to property: ☐ OWNER ☐ PURCHASER ☒ LESSEE ☐ _____

4. Name, address and phone number of property owner(s) if other than applicant:
City of Richland, 505 Swift Blvd., Richland, WA 99352, 509-942-7583

5. Location (street address, including city, county and zip code, where proposed activity exists or will occur)
Columbia Point South, Richland, WA, Benton County
Local government with jurisdiction (city or county) **City of Richland, Benton County**

Waterbody you are working in **Columbia River**
Is this waterbody on the 303(d) List** YES ☐ NO ☒
If YES, what parameter(s)?
**For 303d List, http://www.ecy.wa.gov/programs/wq/303d/index.html

Tributary of
WRIA # **40**

Shoreline designation **(N. of I-182)Urban Shoreline Environment, (S. of I-182)Conservancy Shoreline Enviornment.**

Zoning designation **Public Reserve**

¼ Section	Section	Township	Range	Government Lot
SE	**13**	**9N**	**28E**	

DNR stream type if known

Latitude and Longitude: **46°, 119°**

Tax Parcel Number **1-1398-400-0001-002**

6. Describe the current use of the property, and structures existing on the property. Have you completed any portion of the proposed activity on this property? ☐ YES ☒ NO
For any portion of the proposed activity already completed on this property, indicate month and year of completion.
Currently, local residents make pedestrian use of the site.

Is the property agricultural land? ☐ YES ☒ NO *Are you a USDA program participant?* ☐ YES ☒ NO

7a. Describe the proposed work that needs aquatic permits: Complete plans and specifications should be provided for all work waterward of the ordinary high water mark or line, including types of equipment to be used. If applying for a shoreline permit, describe all work within and beyond 200 feet of the ordinary high water mark. If you have provided attached materials to describe your project, you still must summarize the proposed work here. Attach a separate sheet if additional space is needed.

Cul de sac intersection area will be decreased to allow for a focal point sculpture, the upgrading of a roadbed located under the I-182 bridges, the addition of a kayak rack near the Timmerman Ferry outlook point and aggregate pathways for pedestrians to walk the perimeter of the site.
For additional information please see attached descriptions, diagrams and cross-sections.

PREPARATION OF DRAWINGS: See sample drawings and guidance for completing the drawings. *ONE SET OF ORIGINAL OR GOOD QUALITY REPRODUCIBLE DRAWINGS MUST BE ATTACHED.* NOTE: Applicants are encouraged to submit photographs of the project site, but these DO NOT substitute for drawings. *THE CORPS OF ENGINEERS AND COAST GUARD REQUIRE DRAWINGS ON 8-1/2 X 11 INCH SHEETS. LARGER DRAWINGS MAY BE REQUIRED BY OTHER AGENCIES.*

7b. Describe the purpose of the proposed work and why you want or need to perform it at the site. Please explain any specific needs that have influenced the design.
Please see attached descriptions, diagrams and cross-sections.

7c. Describe the potential impacts to characteristic uses of the water body. These uses may include fish and aquatic life, water quality, water supply, recreation and aesthetics. Identify proposed actions to avoid, minimize, and mitigate detrimental impacts and provide proper protection of fish and aquatic life. Identify which guidance documents you have used. Attach a separate sheet if additional space is needed.
Please see attached descriptions, diagrams and cross-sections.

7d. For in water construction work, will your project be in compliance with the State of Washington water quality standards for turbidity WAC 173-201A-110? ☐ YES ☐ NO (See USEFUL DEFINITIONS AND INSTRUCTIONS) **N/A**

8. Will the project be constructed in stages? YES ☐ NO ☒
Proposed starting date: **March 2006**
Estimated duration of activity: **August 2006**

9. Check if any temporary or permanent structures will be placed: **N/A**
☐ Waterward of the ordinary high water mark or line for fresh or tidal waters AND/OR
☐ Waterward of the mean higher high water for tidal waters?

10. Will fill material (rock, fill, bulkhead, or other material) be placed: **N/A**
☐ Waterward of the ordinary high water mark or line for fresh waters?
If **YES**, VOLUME (cubic yards) / AREA (acres)
☐ Waterward of the mean higher high water for tidal waters?
If **YES**, VOLUME (cubic yards) / AREA (acres)

11. Will material be placed in wetlands? ☐ YES ☒ NO
If **YES**:
A. Impacted area in acres: **N/A**
B. Has a delineation been completed? **If YES**, please submit with application. ☐ YES ☒ NO
C. Has a wetland report been prepared? **If YES**, please submit with application ☐ YES ☒ NO
D. Type and composition of fill material (e.g., sand, etc.) **N/A**
E. Material source: **N/A**
F. List all soil series (type of soil) located at the project site, and indicate if they are on the county's list of hydric soils. Soils information can be obtained from the natural Resources Conservation Service (NRCS). **N/A**
G. WILL PROPOSED ACTIVITY CAUSE FLOODING OR DRAINING OF WETLANDS? ☐ YES ☒ NO
If **YES**, IMPACTED AREA IS **N/A** ACRES OF DRAINED WETLANDS.

NOTE: If your project will impact greater than ½ of an acre of wetland, submit a mitigation plan to the Corps and Ecology for approval along with the JARPA form.
NOTE: A 401 water quality certification will be required from Ecology in addition to an approved mitigation plan if your project impacts wetlands that are: a) greater than ½ acre in size, or b) tidal wetlands or wetlands adjacent to tidal water. Please submit the JARPA form and mitigation plan to Ecology for an individual 401 certification if a) or b) applies.

12. Stormwater Compliance for Nationwide Permits Only: This project is (or will be) designed to meet ecology's most current stormwater manual, or an Ecology approved local stormwater manual. ☒ YES ☐ NO
If **YES** – Which manual will your project be designed to meet? **Stormwater Management MANUAL for Eastern Wa.**
If **NO** – For clean water act Section 401 and 404 permits only – Please submit to Ecology for approval, along with this JARPA application, *documentation that demonstrates the stormwater runoff from your project or activity will comply with the water quality* standards, WAC 173.201(A)

13. Will excavation or dredging be required in water or wetlands? ☐ YES ☒ NO
If **YES**:
A. Volume: **N/A** (cubic yards) /area **N/A** (acre)
B. Composition of material to be removed: **N/A**
C. Disposal site for excavated material: **N/A**
D. Method of dredging: **N/A**

14. Has the State Environmental Policy Act (SEPA) been completed ☐ YES ☒ NO
SEPA Lead Agency: **TBD**
SEPA Decision: DNS, MDNS, EIS, Adoption, Exemption **TBD** Decision Date (end of comment period) **TBD**
SUBMIT A **COPY OF YOUR SEPA DECISION LETTER** TO WDFW AS REQUIRED FOR A COMPLETE APPLICATION

Formatted: Font: 9 pt, No underline

15. List other Applications, approvals or certifications from other federal, state or local agencies for any structures, construction discharges or other activities described in the application (i.e. preliminary plat approval, health district approval, building permit, SEPA review, federal energy regulatory commission license (FERC), Forest practices application, etc.). Also, indicate whether work has been completed and indicate all existing work on drawings. NOTE: For use with Corps Nationwide Permits, identify whether your project has or will need an NPDES permit for discharging wastewater and/or stormwater.

TYPE OF APPROVAL	ISSUING AGENCY	IDENTIFICATION NO.	DATE OF APPLICATION	DATE APPROVED	COMPLETED?
N/A	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

16. Has any agency denied approval for the activity you're applying for or for any activity directly related to the activity described herein?
☐ YES ☒ NO
If **YES**, explain:

SECTION B - Use for Shoreline and Corps of Engineers permits only:

17a. Total cost of project. This means the fair market value of the project, including materials, labor, machine rentals, etc.

Approximate total cost for work performed within 200 feet of the shoreline is $615,000.

17b. If a project or any portion of a project receives funding from a federal agency, that agency is responsible for ESA consultation. Please indicate if you will receive federal funds and what federal agency is providing those funds. *See instructions for information on ESA.**

FEDERAL FUNDING [X] YES [ ] NO If **YES**, please list the federal agency.

Federal Highway Administration (FHWA)

18. Local government with jurisdiction: **City of Richland**

19. For Corps, Coast Guard and DNR permits, provide names, addresses and telephone numbers of adjoining property owners, lessees, etc. *Please note: Shoreline Management Compliance may require additional notice – consult your local government.*

NAME	ADDRESS	PHONE NUMBER
N/A	**N/A**	**N/A**

Deleted:

SECTION C - This section MUST be completed for any permit covered by this application

20. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities. I hereby grant to the agencies to which this application is made, the right to enter the above-described location to inspect the proposed, in-progress or completed work. I agree to start work **ONLY** after all necessary permits have been received.

Ronald J Dick — SIGNATURE OF APPLICANT — DATE 9-7-2005

Ronald J Dick — SIGNATURE OF AUTHORIZED AGENT — DATE 9-7-2005

I HEREBY DESIGNATE _____ TO ACT AS MY AGENT IN MATTERS RELATED TO THIS APPLICATION FOR PERMIT(S). I UNDERSTAND THAT IF A FEDERAL PERMIT IS ISSUED, I MUST SIGN THE PERMIT.

_____ SIGNATURE OF APPLICANT — DATE

_____ SIGNATURE OF LANDOWNER (EXCEPT PUBLIC ENTITY LANDOWNERS, E.G. DNR)

THIS APPLICATION MUST BE SIGNED BY THE APPLICANT AND THE AGENT, IF AN AUTHORIZED AGENT IS DESIGNATED.

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years or both.

COMPLETED BY LOCAL OFFICIAL

A. Nature of the existing shoreline. (Describe type of shoreline, such as marine, stream, lake, lagoon, marsh, bog, swamp, flood plain, floodway, delta; type of beach, such as accretion, erosion, high bank, low bank, or dike; material such as sand, gravel, mud, clay, rock, riprap; and extent and type of bulkheading, if any)

B. In the event that any of the proposed buildings or structures will exceed a height of thirty-five feet above the average grade level, indicate the approximate location of and number of residential units, existing and potential, that will have an obstructed view:

C. If the application involves a conditional use or variance, set forth in full that portion of the master program which provides that the proposed use may be a conditional use, or, in the case of a variance, from which the variance is being sought:

ECY 070-15 (Rev. 11/04) JARPA Contact the State of Washington Office of Regulatory Assistance for latest version or call 360/407-7037 or 800/917-0043

7a. Within the 200 foot shoreline setback of the Columbia River beginning at the intersection of Columbia Point Drive (Richland, Wa) and under the I-182 bridge, the Hanford Reach National Monument Heritage and Visitor Center project includes upgrade of a roadbed to a 24 feet- two lane road requiring: excavation and grading; asphalt paving with curb at one side and DOT ecology embankment stormwater control at one side; and 15 foot pole ht roadway lighting (shielded). Adjoining pedestrian amenities include a 5' paved path with bollard lighting and planted areas of native vegetation aided by drip irrigation. Also at the cul de sac intersection, the paved area is decreased to allow for an entry focal point sculpture and the curb is relocated for a planting area. A curving, stone faced sign wall and planted soil berms occupy the toe of the bridge embankment on the west. East of the bridge, along the river and perimeter of the site area, proposed work includes constructing aggregate paths, locating stone boulders and revegetative planting.

The kayak rack will be place NW of the Timmerman Ferry site where the already existing parking area is located, approximately 60' from the shoreline. The kayak rack will be constructed using two 6"x6"-8' pressure treated posts, six 2"x6"-4.5' pressure treated beams, twelve .5"x4.5" galvanized lag screws with washers. The rack can hold up to six kayaks.

The aggregate paths (trails) will be located around the perimeter of the Hanford Reach National Monument Heritage & Visitor Center and are approximately 1.5 – 2.0 miles in total length. The aggregate paths will be constructed with ¼" minus aggregate to a 4" depth. Paths shall be located to align with existing and already disturbed trails used at the site.

Beyond a project imposed 400 foot setback, the HRNM Heritage and Visitor Center, known as The Reach, is a campus of building elements comprising 86,000 sf of interpretive/exhibit facilities and visitor experiences, auditorium, classrooms and event spaces, offices, café, gift shop and support service areas and the Partner Office Complex offices. The site includes interpretive gardens of native shrub steppe, shaded gathering areas and entry water features joined by site paths along vegetative areas representing the riparian and shrub steppe landscapes of the Hanford National Monument and the tri cities region. Expansive views of the confluence of the Yakima and Columbia Rivers are present from The Reach and its terraces, gardens and paths around the site.

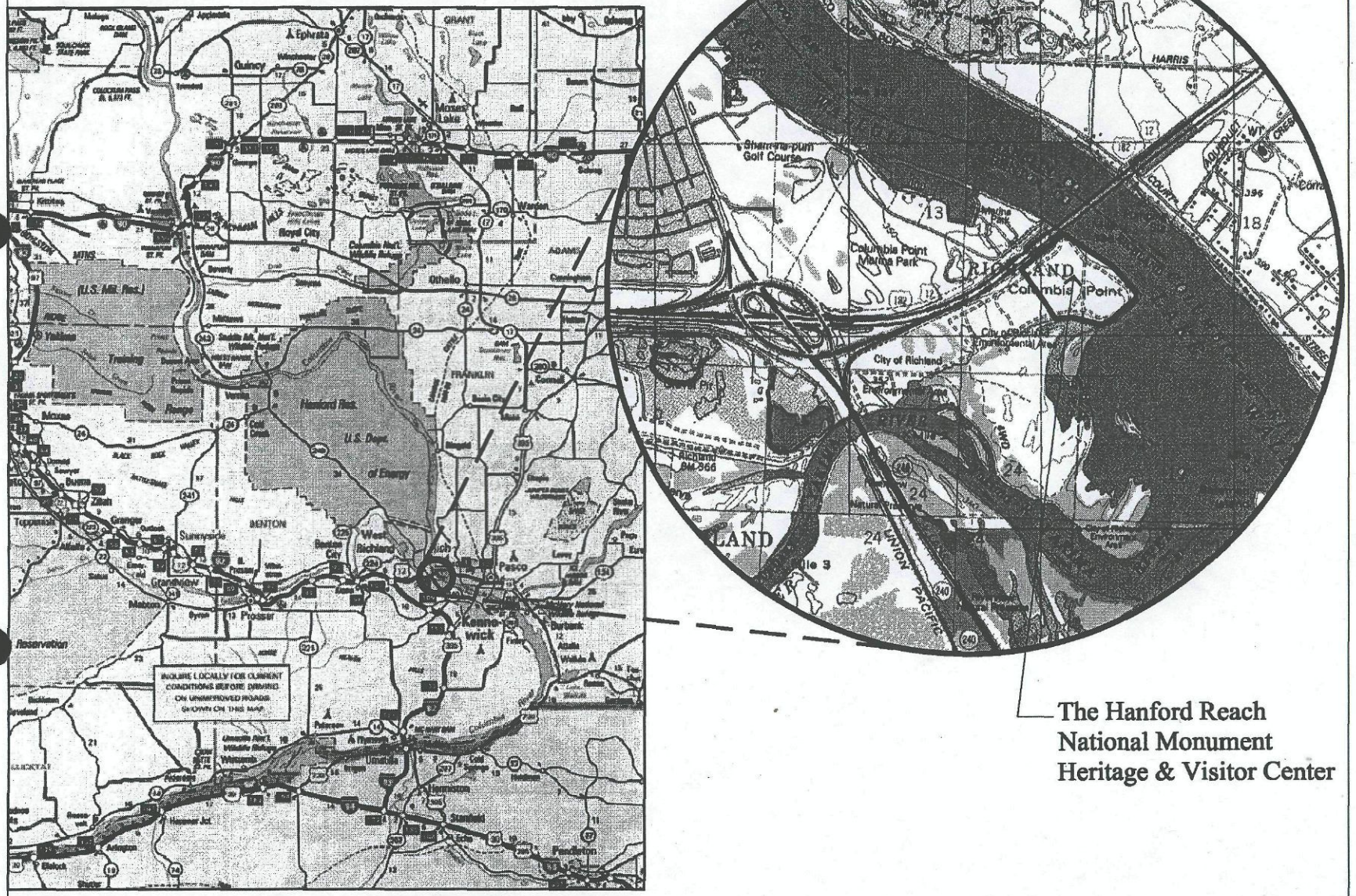
Beyond the 200 foot shoreline setback, the site's parking areas for visitors, staff and buses/RV's is shaped with undulating landforms. The Reach complex of landforms also provides raised floor elevations above existing site grades. The landforms are comprised of native local fill soils which are vegetated with native grasses for future shrub steppe.

7b. The purpose of the proposed work is to provide permanent access to City of Richland property and the Hanford Reach National Monument Heritage and Visitor Center site. The fifty acre public property is separated by the earth embankment of I-182. This route is the only non embankment opening to access the public property. The site is also the location of the confluence of two rivers and is adjacent to city park, marina and golf course facilities. The development of road and walkway provides permanent paved access with node area lighting for both vehicles and pedestrians to the HRNM Heritage and Visitor Center. DOT ecology embankment controls the roadway stormwater runoff. Low level lighting and pathway paving provide for safe pedestrian passage under the bridge. Non paved paths extend along the rivers edges and a kayak rack will be located NW of the Timmerman Ferry site to provide kayakers with access to the site. Controlled access allows for native revegetation of the site. Vehicular closure of the route exists presently. The project would provide for day use of the site and evening event use. The landforms, created by the deposit of 100,000 cy of fill material, protects the sites potential historical and archeological resources from construction disturbance.

7.c The Reach project has considered extensively the impacts of the project on the Columbia Point site and the Columbia and Yakima Rivers.
Storm drainage for the site will be in conformance with the Benton County Stormwater Management Manual. Stormwater runoff will be collected in swales and washes, infiltrated into the soil, and released to the rivers as groundwater. The swales and washes will convey stormwater as drainage features that function like existing natural drainable systems with in the region. Prior to infiltration, stormwater runoff from paved areas subject to vehicular traffic will be treated by ecology embankments in accordance with Washington State Department of Transportation WSDOT and Washington State Department of Ecology WSDOE standards. Storm water runoff from other areas of the site will be infiltrated without water quality treatment.

Temporary Erosion and Sediment Control TESC measures include Best Management Practices for construction activities. Although most of the site infiltrates precipitation, stormwater surface runoff during construction will be controlled by interceptor swales, wattle barriers, and sediment traps and ponds. No stormwater runoff shall drain as surface runoff to the Columbia or Yakima Rivers prior to receiving treatment from BMPs. Soil subject to wind movement will be covered with mulch and tackifer during process of installation and revegetation.

Boat water access is available at the adjacent marina facilities. Existing shoreline gravels provide for pedestrian access to the waters edges. The existing parking area is unchanged at the Timmerman Ferry site. Shoreline paths of gravel are defined to allow for native vegetation and seeding to regenerate in the areas damaged by RV use.



	Decimal Degrees	Deg:Min:Sec
Lat:	46.256750	46:15:24.300N
Lon:	-119.278542	119:16:42.751W

NORTH

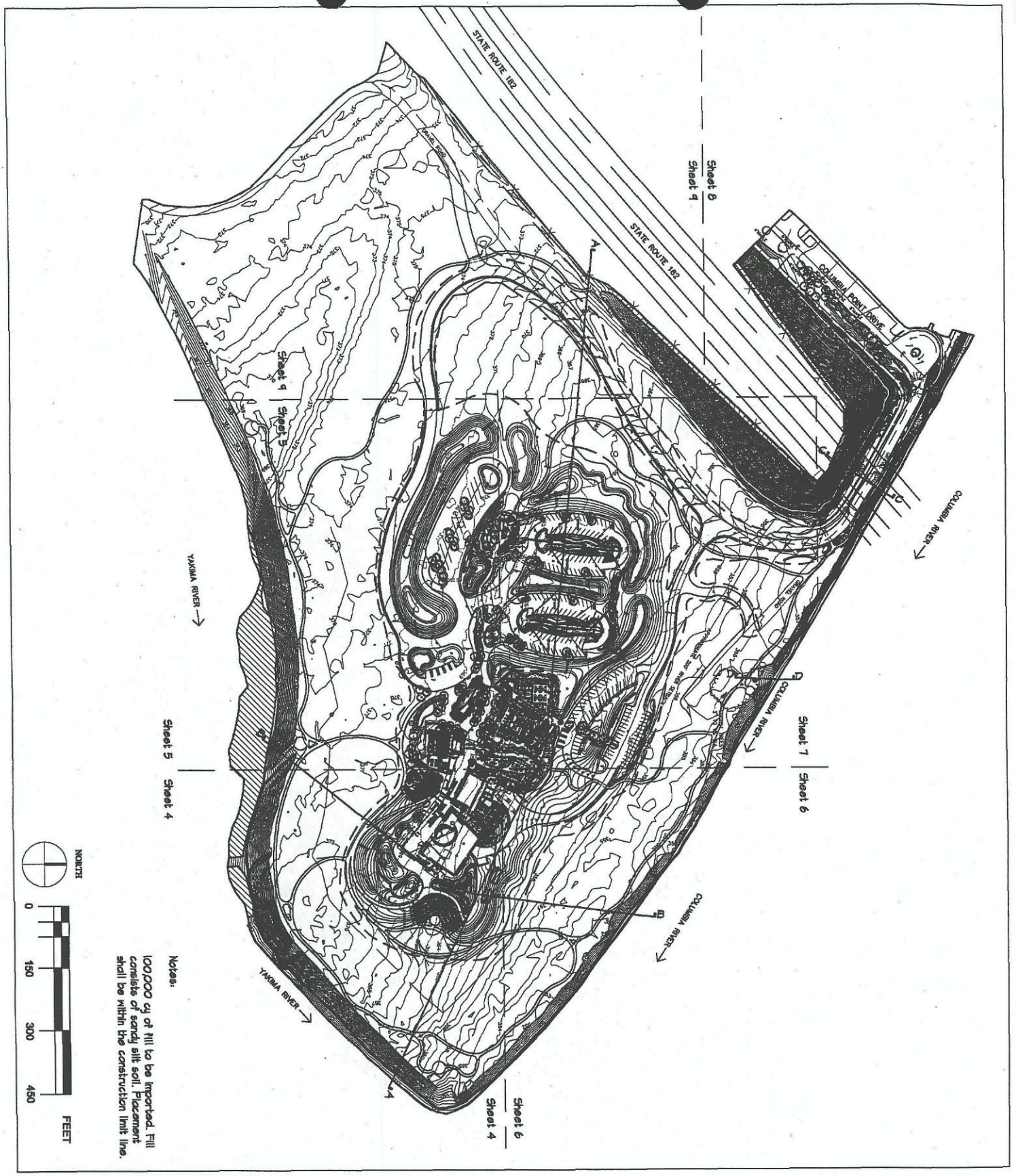
PROPOSED:

The Hanford Reach National Monument Heritage & Visitor Center

APPLICANT:

PURPOSE: Construction of The Hanford Reach Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center
DATUM:BEARING: Wash Coord, South Zone, NAD 1983/91 VERT: NAVD 1988	IN: Richland, Washington
ADJACENT PROPERTY OWNERS:	NEAR/AT: S of the Columbia River between I-182 & Yakima River
1. WSDOT, Interstate 182 2. Columbia Point Marina Park	COUNTY: Benton STATE: Washington
3. USACE Yakima River Wildlife Park 4. Columbia River	DATE: 01 September 2005
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E. W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: VICINITY MAP SHEET NO: 1 of 12

ZONES ZONES



Notes:

100,000 cy of fill to be imported. Fill consists of sandy silt soil. Placement shall be within the construction limit line.

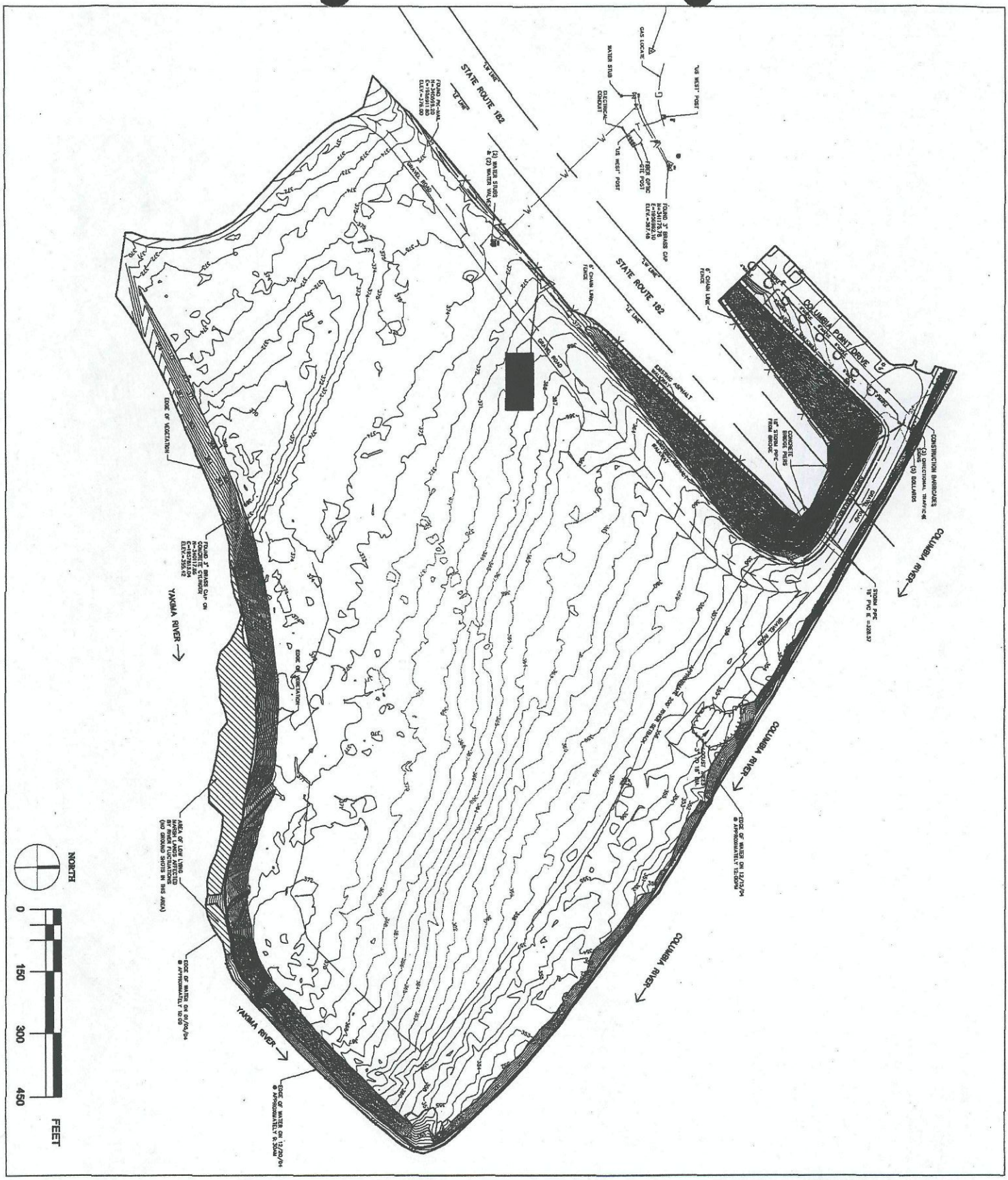
PROPOSED:

The Hanford Reach National Monument Heritage & Visitor Center

APPLICANT:

PURPOSE: Construction of The Hanford Reach Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center
DATUM: BEARING: Wash Coord, South Zone, NAD 1983/91 VERT: NAVD 1988	IN: Richland, Washington
ADJACENT PROPERTY OWNERS:	NEAR/AT: S of the Columbia River between I-182 & Yakima River
1. WSDOT, Interstate 182 2. Columbia Point Marina Park	COUNTY: Benton STATE: Washington
3. USACE Yakima River Wildlife Park 4. Columbia River	DATE: 01 September 2005
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E, W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: **OVERALL SITE PLAN** SHEET NO: **2 of 12**

JONES JONES



PROPOSED:

The Hanford Reach National Monument Heritage & Visitor Center

APPLICANT :

PURPOSE: *Construction of The Hanford Reach* Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center
DATUM: BEARING: Wash Coord, South Zone, NAD 1983/91 VERT: NAVD 1988	IN: Richland, Washington
ADJACENT PROPERTY OWNERS:	NEAR/AT: S of the Columbia River between I-182 & Yakima River
1. WSDOT, Interstate 182 2. Columbia Point Marina Park	COUNTY: Benton STATE: Washington
3. USACE Yakima River Wildlife Park 4. Columbia River	DATE: 01 September 2005
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E, W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: **EXISTING CONDITIONS** SHEET NO: 3 of 12

JONES JONES

Notes:

100,000 cy of fill to be imported. Fill consists of sandy silt soil. Placement shall be within the construction limit line.

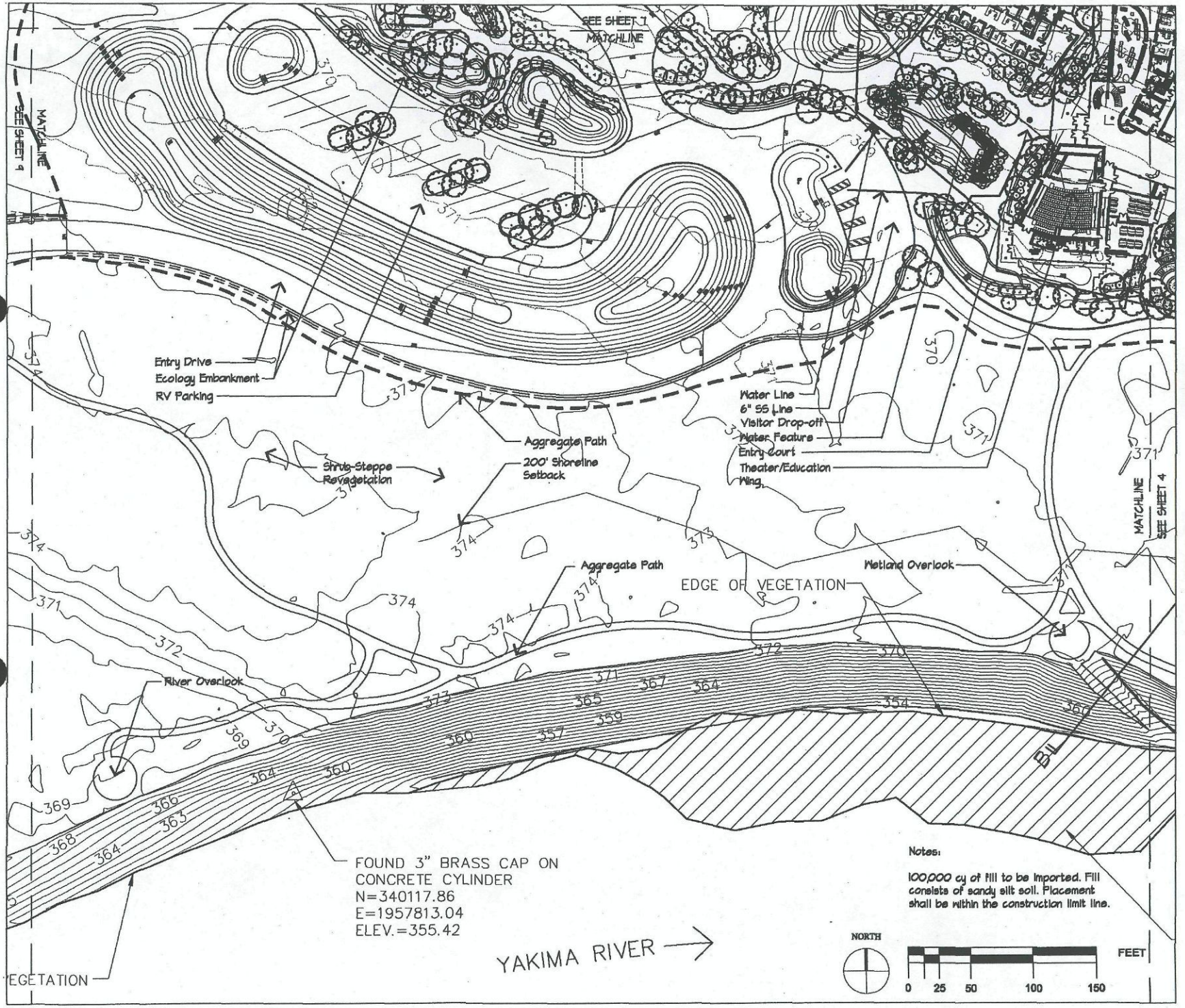
PROPOSED:

The Hanford Reach National Monument Heritage & Visitor Center

APPLICANT:

PURPOSE: Construction of The Hanford Reach Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center IN: Richland, Washington
DATUM: BEARING: Wash Coord. South Zone, NAD 1983/91 VERT: NAVD 1988	NEAR/AT: S of the Columbia River between I-182 & Yakima River
ADJACENT PROPERTY OWNERS:	COUNTY: Benton STATE: Washington
1. WSDOT, Interstate 182 2. Columbia Point Marina Park	DATE: 01 September 2005
3. USACE Yakima River Wildlife Park 4. Columbia River	**PROJECT SITE PLAN**
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E. W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: SHEET NO: 4 of 12

JONES JONES



PROPOSED:

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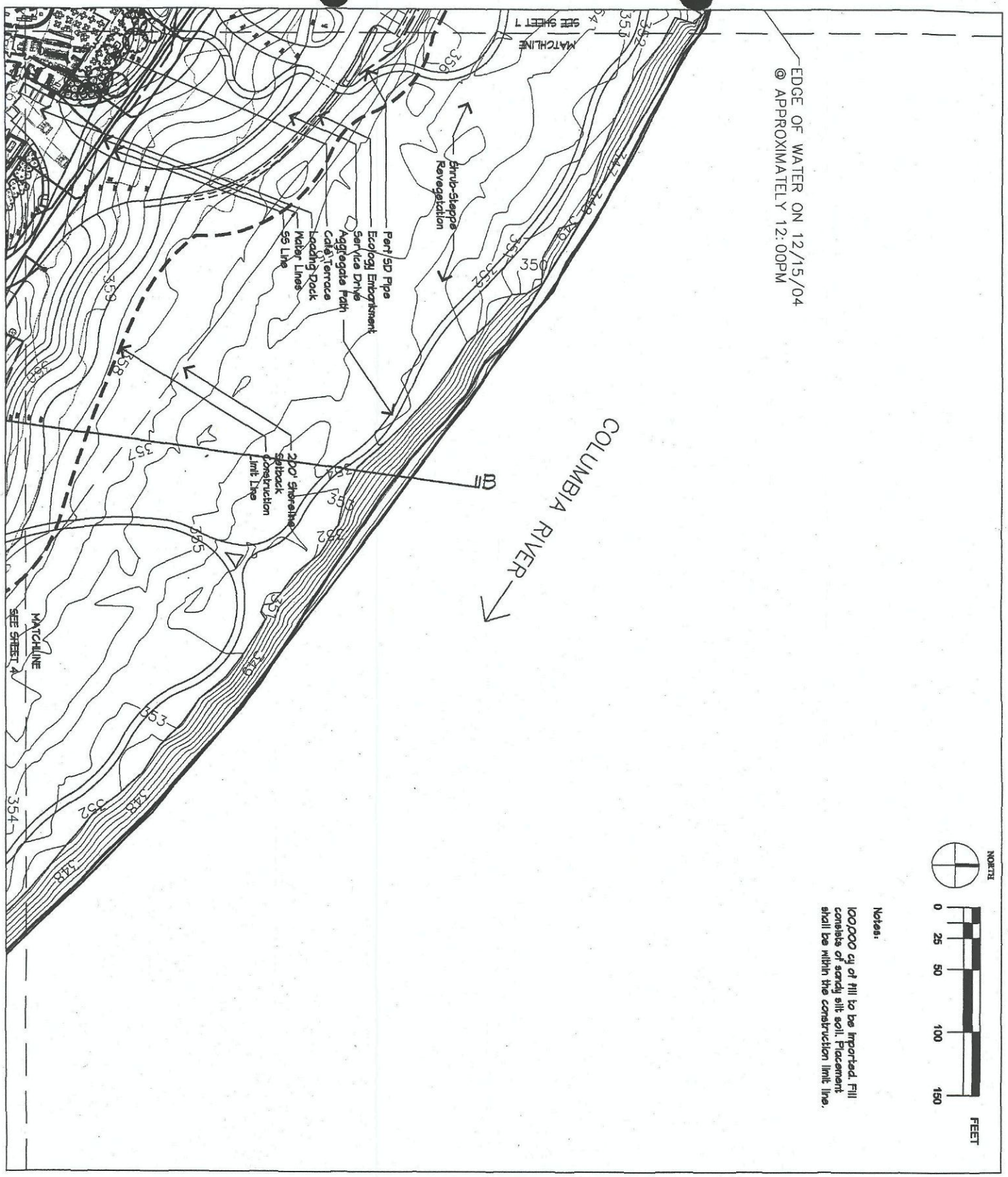
	IN: Richland, Washington
DATUM: BEARING: Wash Coord, South Zone, NAD 1983/91 VERT: NAVD 1988	NEAR/AT: S of the Columbia River between I-182 & Yakima River
ADJACENT PROPERTY OWNERS:	COUNTY: Benton STATE: Washington
1. WSDOT, Interstate 182 2. Columbia Point Marina Park 3. USACE Yakima River Wildlife Park 4. Columbia River	DATE: 01 September 2005
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R29E, W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: PROJECT SITE PLAN

JONES JONES

SHEET NO: 5 of 12



PROPOSED: **The Hanford Reach National Monument Heritage & Visitor Center** APPLICANT :	PURPOSE: Construction of The Hanford Reach Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center	JONES JONES
	DATUM: BEARING: Wash Coord, South Zone, NAD 1983/91 VERT: NAVD 1988	IN: Richland, Washington	
	ADJACENT PROPERTY OWNERS:	NEAR/AT: S of the Columbia River between I-182 & Yakima River	
	1. WSDOT, Interstate 182 2. Columbia Point Marina Park	COUNTY: Benton STATE: Washington	
	3. USACE Yakima River Wildlife Park 4. Columbia River	DATE: 01 September 2005	
	LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E, W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: **PROJECT SITE PLAN**	6 of 12 SHEET NO:

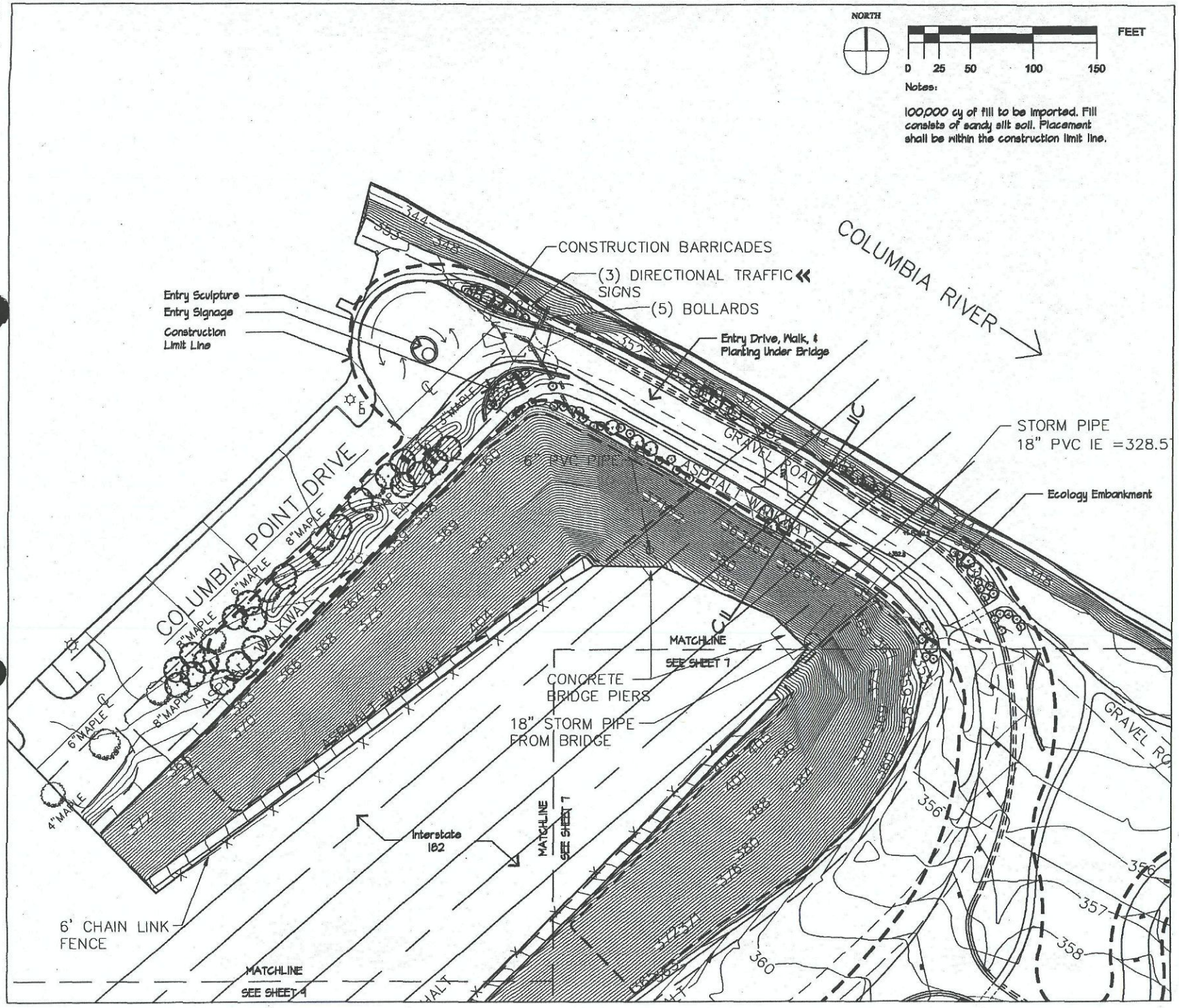
PROPOSED:

The Hanford Reach National Monument Heritage & Visitor Center

APPLICANT:

PURPOSE: Construction of The Hanford Reach Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center
DATUM: BEARING: Wash Coord, South Zone, NAD 1983/91 VERT: NAVD 1988	IN: Richland, Washington
ADJACENT PROPERTY OWNERS:	NEAR/AT: S of the Columbia River between I-182 & Yakima River
1. WSDOT, Interstate 182 2. Columbia Point Marina Park	COUNTY: Benton STATE: Washington
3. USACE Yakima River Wildlife Park 4. Columbia River	DATE: 01 September 2005
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E, W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: **PROJECT SITE PLAN** SHEET NO: 7 of 12

JONES JONES



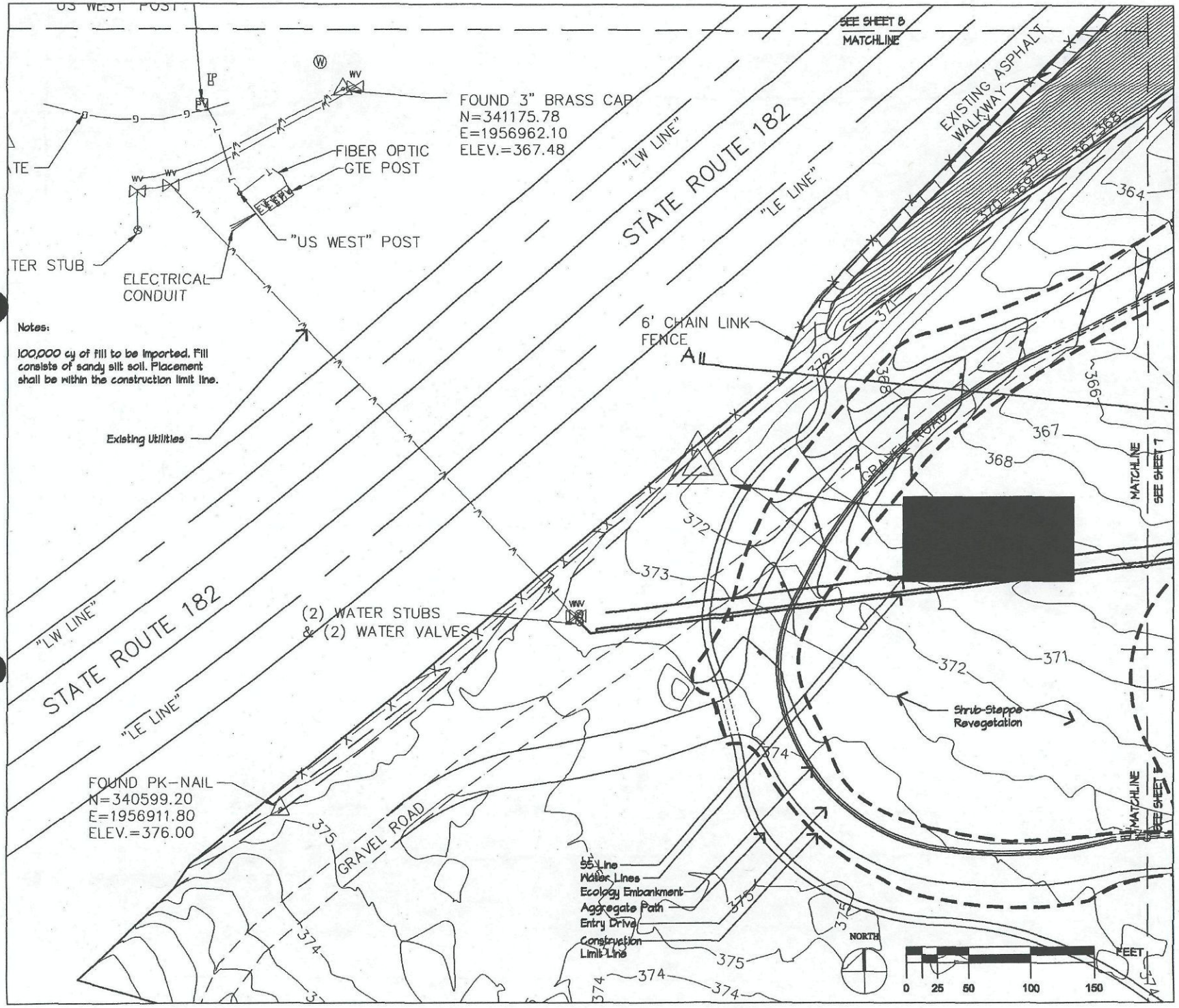
PROPOSED: The Hanford Reach National Monument Heritage & Visitor Center

APPLICANT:

PURPOSE: Construction of The Hanford Reach Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center
DATUM; BEARING: Wash Coord, South Zone, NAD 1983/91 VERT: NAVD 1988	IN: Richland, Washington
ADJACENT PROPERTY OWNERS:	NEAR/AT: S of the Columbia River between I-182 & Yakima River
1. WSDOT, Interstate 182 2. Columbia Point Marina Park	COUNTY: Benton STATE: Washington
3. USACE Yakima River Wildlife Park 4. Columbia River	DATE: 01 September 2005
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E, W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: PROJECT SITE PLAN

JONES JONES

8 of 12
SHEET NO:



PROPOSED:

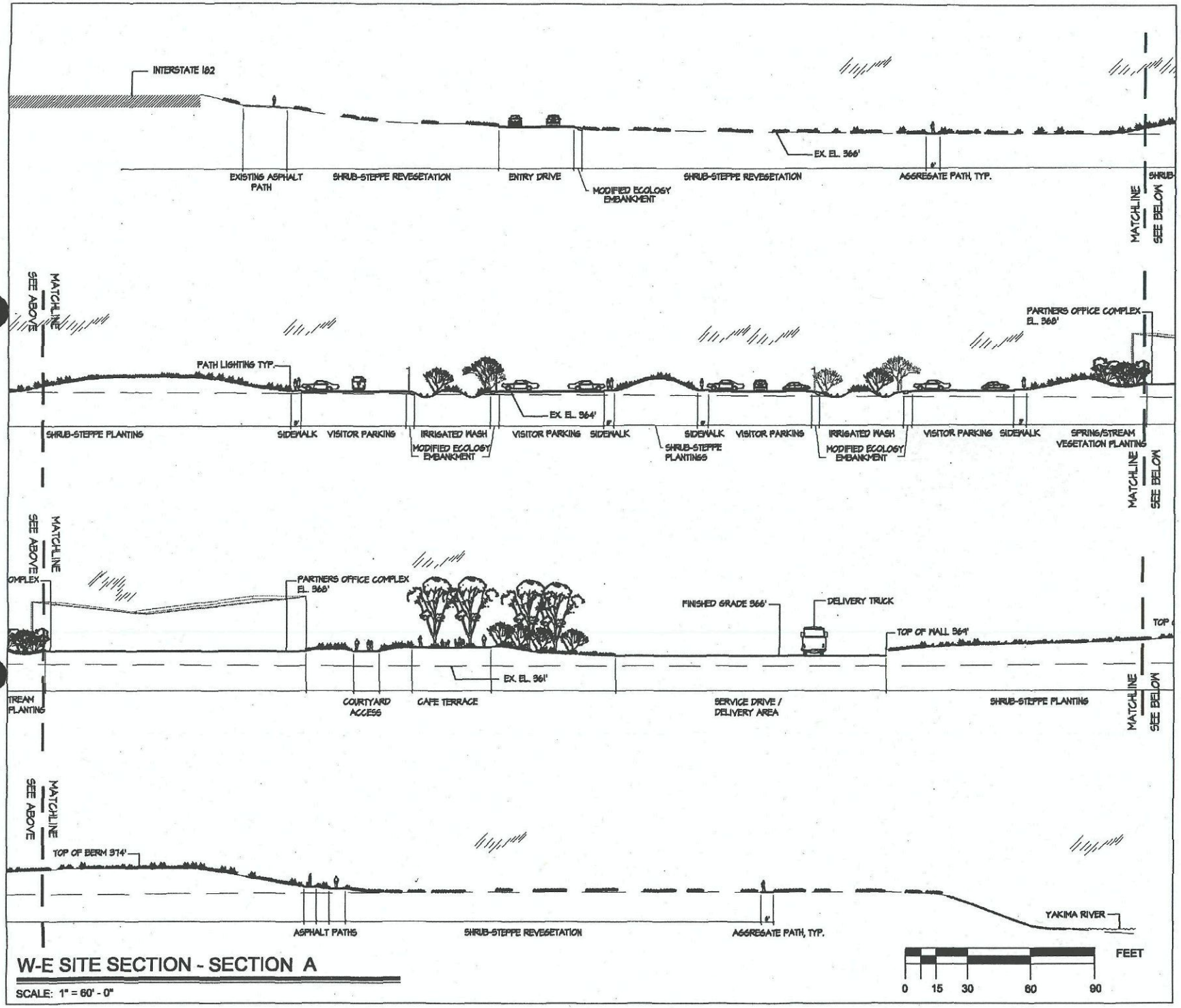
The Hanford Reach National Monument Heritage & Visitor Center

APPLICANT:

PURPOSE: Construction of The Hanford Reach Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center
DATUM: BEARING: Wash Coord, South Zone, NAD 1983/91 VERT: NAVD 1988	IN: Richland, Washington
ADJACENT PROPERTY OWNERS:	NEAR/AT: S of the Columbia River between I-182 & Yakima River
1. WSDOT, Interstate 182 2. Columbia Point Marina Park	COUNTY: Benton STATE: Washington
3. USACE Yakima River Wildlife Park 4. Columbia River	DATE: 01 September 2005
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E, W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: **PROJECT SITE PLAN**

JONES JONES

SHEET NO: 9 of 12



W-E SITE SECTION - SECTION A

SCALE: 1" = 60' - 0"

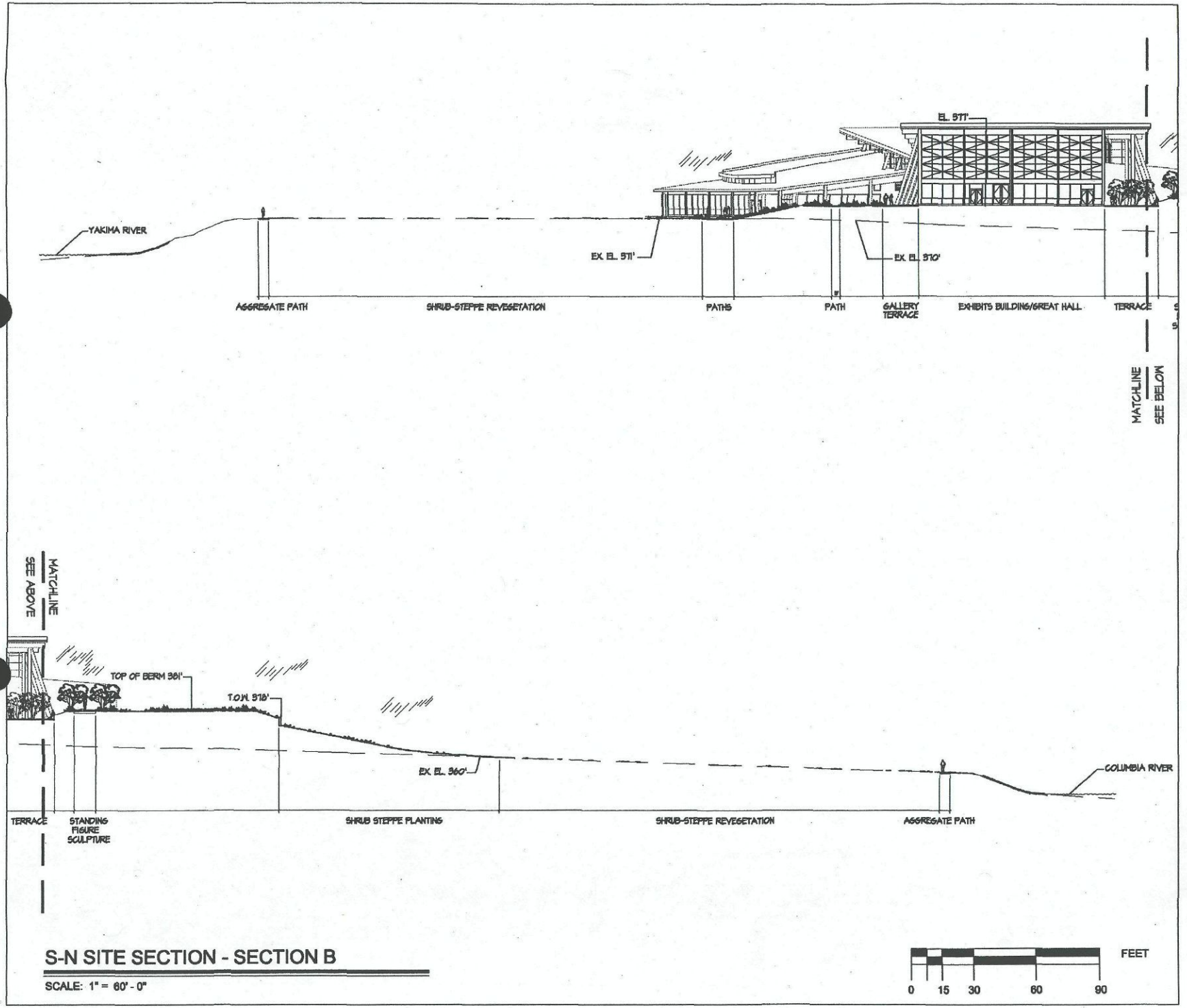
PROPOSED:

The Hanford Reach National Monument Heritage & Visitor Center

APPLICANT:

PURPOSE: Construction of The Hanford Reach Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center
DATUM: BEARING: Wash Coord. South Zone, NAD 1983/91 VERT: NAVD 1988	IN: Richland, Washington
ADJACENT PROPERTY OWNERS:	NEAR/AT: S of the Columbia River between I-182 & Yakima River
1. WSDOT, Interstate 182 2. Columbia Point Marina Park	COUNTY: Benton STATE: Washington
3. USACE Yakima River Wildlife Park 4. Columbia River	DATE: 01 September 2005
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T8N, R28E, W.M. & Portion of SW 1/4 of Sec 18 T8N, R29E, W.M.	SHEET TITLE: West - East Site Section A
	SHEET NO: 10 of 12

JONES JONES



S-N SITE SECTION - SECTION B

SCALE: 1" = 60' - 0"

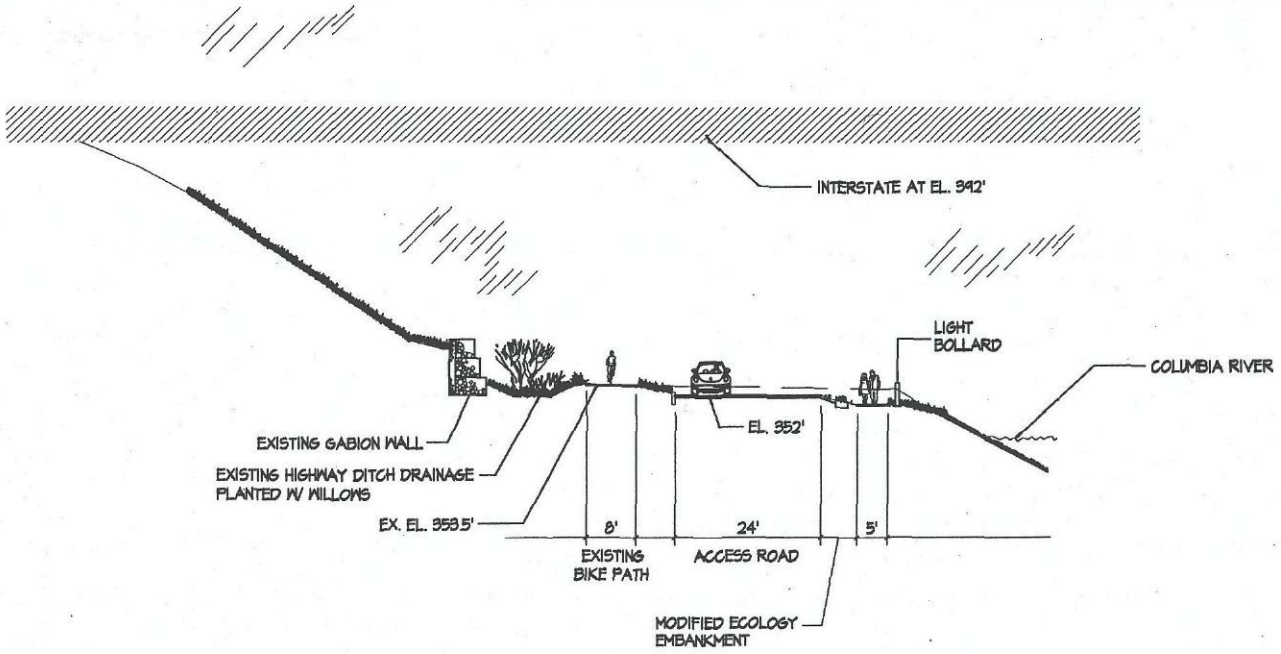
PROPOSED:

The Hanford Reach National Monument Heritage & Visitor Center

APPLICANT :

PURPOSE: Construction of The Hanford Reach Heritage & Visitor Center, at the confluence of the Columbia & Yakima Rivers.	PROPOSED: Hanford Reach National Monument Heritage & Visitor Center		
	IN: Richland, Washington		
DATUM/BEARING: Wash Coord, South Zone, NAD 1983/91 VERT: NAVD 1988	NEAR/AT: S of the Columbia River between I-182 & Yakima River		
ADJACENT PROPERTY OWNERS: 1. WSDOT, Interstate 182 2. Columbia Point Marina Park 3. USACE Yakima River Wildlife Park 4. Columbia River	COUNTY: Benton	STATE: Washington	
	DATE: 01 September 2005		
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E, W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	SHEET TITLE: South - North Site Section B	SHEET NO: 11 of 12	

JONES JONES

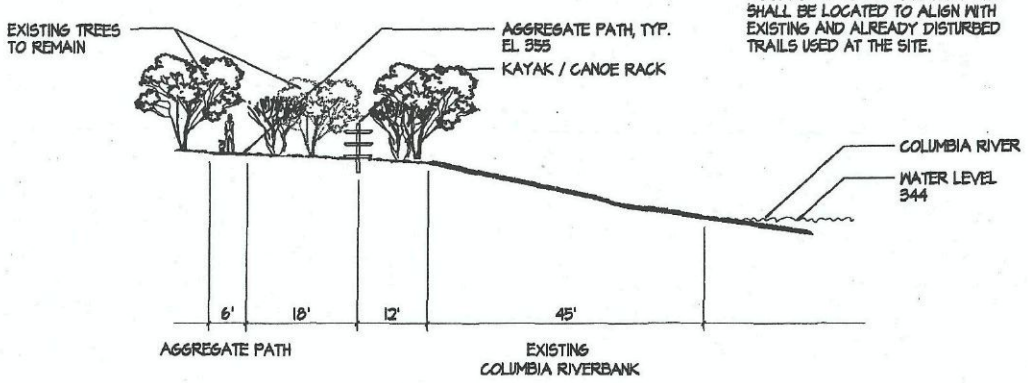


S-N SECTION UNDER INTERSTATE - SECTION C

SCALE: 1" = 30' - 0"

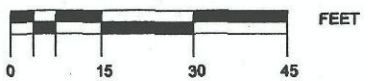
AGGREGATE PATH NOTE:

TO BE CONSTRUCTED WITH 1/4" MINUS AGGREGATE TO A 4" DEPTH. PATHS SHALL BE LOCATED TO ALIGN WITH EXISTING AND ALREADY DISTURBED TRAILS USED AT THE SITE.



SECTION AT KAYAK RACK - SECTION D

SCALE: 1" = 30' - 0"



PROPOSED:

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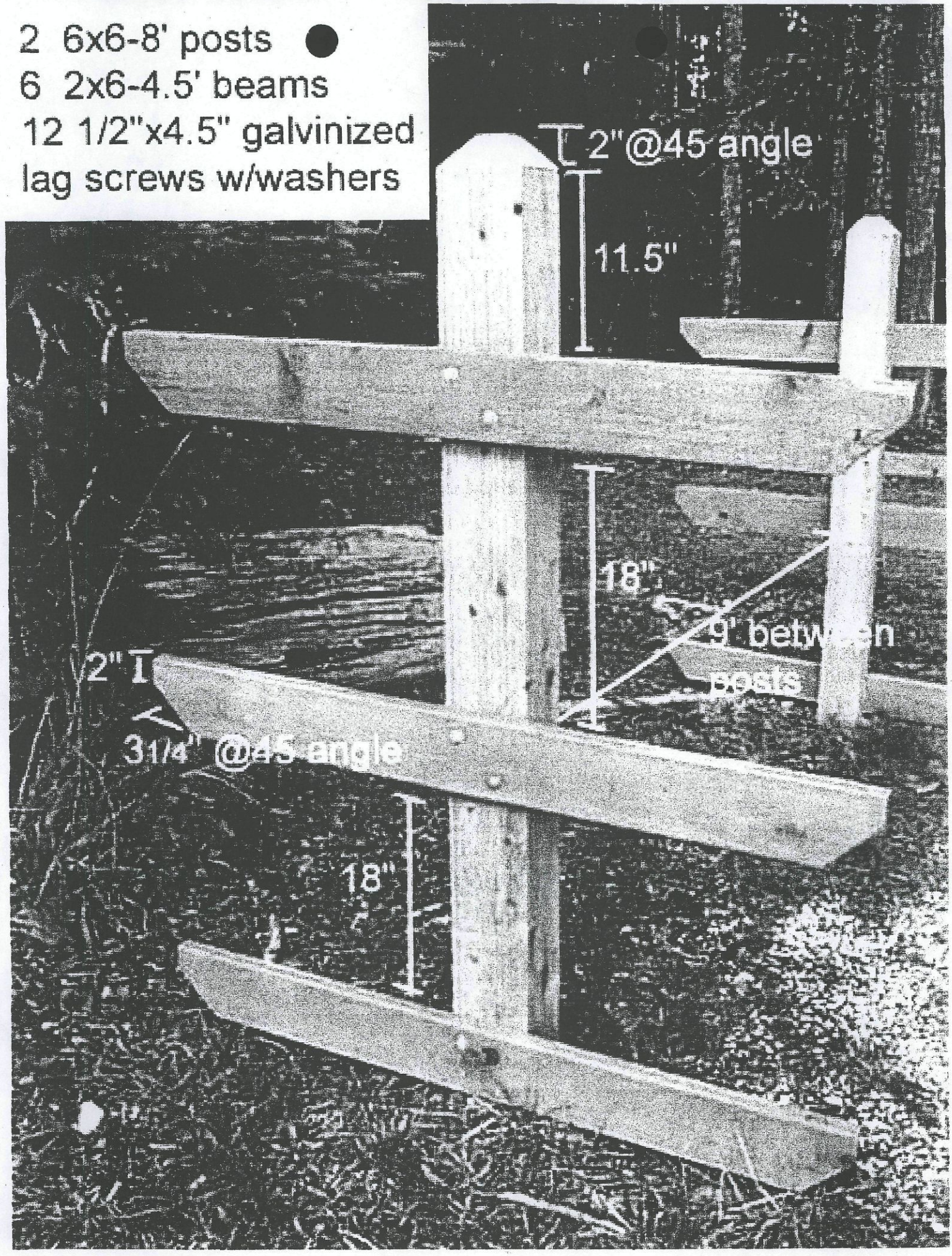
ADJACENT PROPERTY OWNERS: 1. WSDOT, Interstate 182 2. Columbia Point Marina Park 3. USACE Yakima River Wildlife Park 4. Columbia River	NEAR/AT: S of the Columbia River between I-182 & Yakima River
LOCATION ADDRESS: Portion of SE 1/4 of Sec 13 T9N, R28E, W.M. & Portion of SW 1/4 of Sec 18 T9N, R29E, W.M.	COUNTY: Benton STATE: Washington
	DATE: 01 September 2005
	SHEET TITLE: South - North Section C & D
	SHEET NO: 12 of 12

JONES JONES


2 6x6-8' posts
6 2x6-4.5' beams
12 1/2"x4.5" galvinized
lag screws w/washers
2"@45 angle
11.5"
18"
9' between
posts
2"
31/4" @45 angle
18"